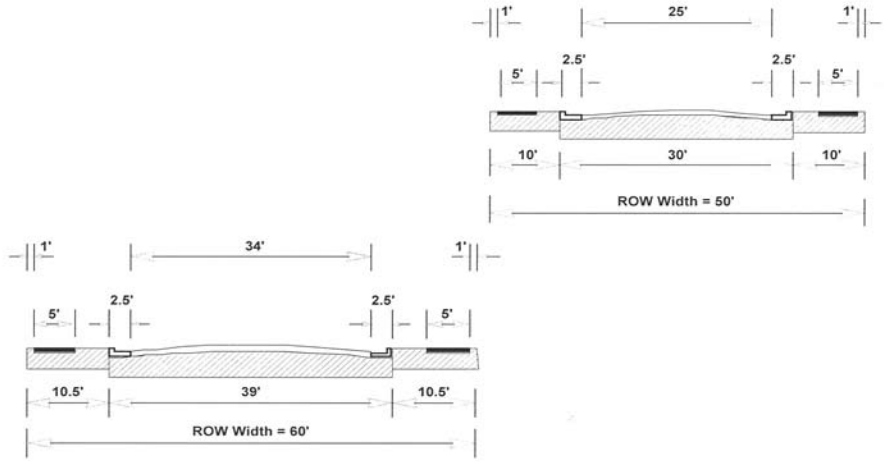
Tippecanoe County Thoroughfare Plan



Prepared by the Staff of the Area Plan Commission of Tippecanoe County

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1.1 Introduction

The Comprehensive Plan sets goals and objectives for growth in Tippecanoe County. It currently consists of the basic elements necessary for orderly development: 1) a Land Use Plan; 2) a Housing Plan; 3) a Parks, Recreation and Open Space Plan; 4) a Thoroughfare Plan; and 5) a long-range Transportation Plan. The success of this plan hinges on its ability to guide changes and innovations in development patterns.

The Thoroughfare Plan, as part of a working Comprehensive Plan, provides the cities, towns and unincorporated areas of Tippecanoe County a suitable traffic plan that meets current and anticipated roadway needs. One such need is the efficient movement of goods and services within the community. Another is a logical pattern of development that makes good use of available resources and infrastructure.

A good roadway plan is flexible enough to adapt to changing development trends, yet provide explicit standards for the community to follow. The result is a pattern of orderly growth that meets the travel needs of current and future residents.

Most citizens consider traffic congestion a major community problem; its mitigation is therefore a high priority. When traffic volumes exceed a road's capacity, such negative impacts as increased noise, increased probability of vehicular crashes, and decreased safety for pedestrians and bicyclists occur.

The cost of roadway improvements is the major deterrent to needed improvements to the roadway system. The Thoroughfare Plan is designed to provide acceptable levels of service, in part, by sharing the costs of roadway improvements with the private sector whenever new development causes an impact on the adjacent roadway system.

Since the Thoroughfare Plan anticipates development and the need for expanded facilities, it provides local governments a tool to program the capital investments necessary to meet those needs.

1.2 Derivation of the Thoroughfare Plan

The Thoroughfare Plan is derived from three sources: 1) the long-range Transportation Plan; 2) standards in the **Unified Subdivision Ordinance**; and 3) the previous Thoroughfare Plan. As mandated by the federal government and acting in its capacity as the area's Metropolitan Planning Organization (MPO), the Area Plan Commission prepared its latest long-range Transportation Plan in 2001 for the year 2025.

The **Transportation Plan for 2025** was developed by applying travel demand forecasting techniques, input from technical and policy committees and comments from the citizens of Tippecanoe County. Travel demand forecasting uses projections for population, households, workers and vehicles to determine anticipated future congestion on roads throughout Tippecanoe County. By determining where congestion will occur based on future land uses, planners, local government engineers and elected officials can decide both where to build road improvements and how to fund them to alleviate projected congestion.

The **Unified Subdivision Ordinance** determines the standards to which new development must conform. This conformity ensures that any development occurs in a predictable, efficient manner. Road design is one area under the **Unified Subdivision Ordinance's** jurisdiction. Consistency between this document and the Thoroughfare Plan will guide the orderly construction of roads throughout Tippecanoe County.

In 1981, the current Thoroughfare Plan was adopted to include the road improvements recommended by the 1978 Transportation Study—this helped to preserve necessary right-of-way for planned road projects. Most recently, the **Transportation Plan for 2025** was adopted in 2001 by the Area Plan Commission as an amendment to the Comprehensive Plan. Because the Thoroughfare Plan had reached the end of its usefulness, this plan will: 1) add the improvements recommended by the **Transportation Plan for 2025**; 2) reflect recent, current, and near future growth trends; 3) make adjustments as dictated by changes in governmental regulations and current and future development patterns; 4) apprise residents and the development community of future roadway expansion; and 5) provide for pedestrian and bicyclist needs. Setbacks required by the current zoning ordinance allow incidentally for future road widening while lessening traffic impacts on adjacent land uses.

Previous editions of the Thoroughfare Plan only dealt with existing or proposed arterial routes; all other public roads and streets were designated as local streets unless specifically designated as a collector by the Area Plan Commission. This edition includes both the designated collectors and local streets on the Thoroughfare Plan.

2.1 The Thoroughfare Plan

The main body of the Thoroughfare Plan seeks to address the following topics: 1) what distinguishes an urban area from a rural area in Tippecanoe County and where this distinction is made; 2) what impact this difference will have on the standards to which streets and roads must be built; 3) which standards apply to developers when developing internal street patterns within subdivisions; 4) which standards apply to government agencies seeking to improve thoroughfares; and 5) what is the overall vision of local government as applied to bicycle and pedestrian transportation.

2.2 Urban and Rural Areas in Tippecanoe County

Land uses in urban areas have definitive characteristics that distinguish them from rural areas. While residential, commercial, and industrial uses create the fabric of urban areas, rural area land uses are primarily agricultural in nature with limited residential uses. Urbanized areas have dense, compact features while land uses in rural areas are more spread out. Urbanized areas also support modes of transportation other than motor vehicles: pedestrians, bicyclists, and public transit. For example, students walk to schools; adults bicycle to work; and seniors depend on transit for shopping.

Because of the diverse characteristics mentioned above, urban and rural roads and streets have different needs and requirements. Subdivision streets serve different purposes than primary arterials. For example, urban streets must have sidewalks for pedestrian safety, and bike or bus lanes, while rural roads need adequate shoulders for emergency pull-offs. Urban streets utilize curb and gutter systems to handle storm water run-off, whereas, rural roads must have enough right-of-way for side ditches.

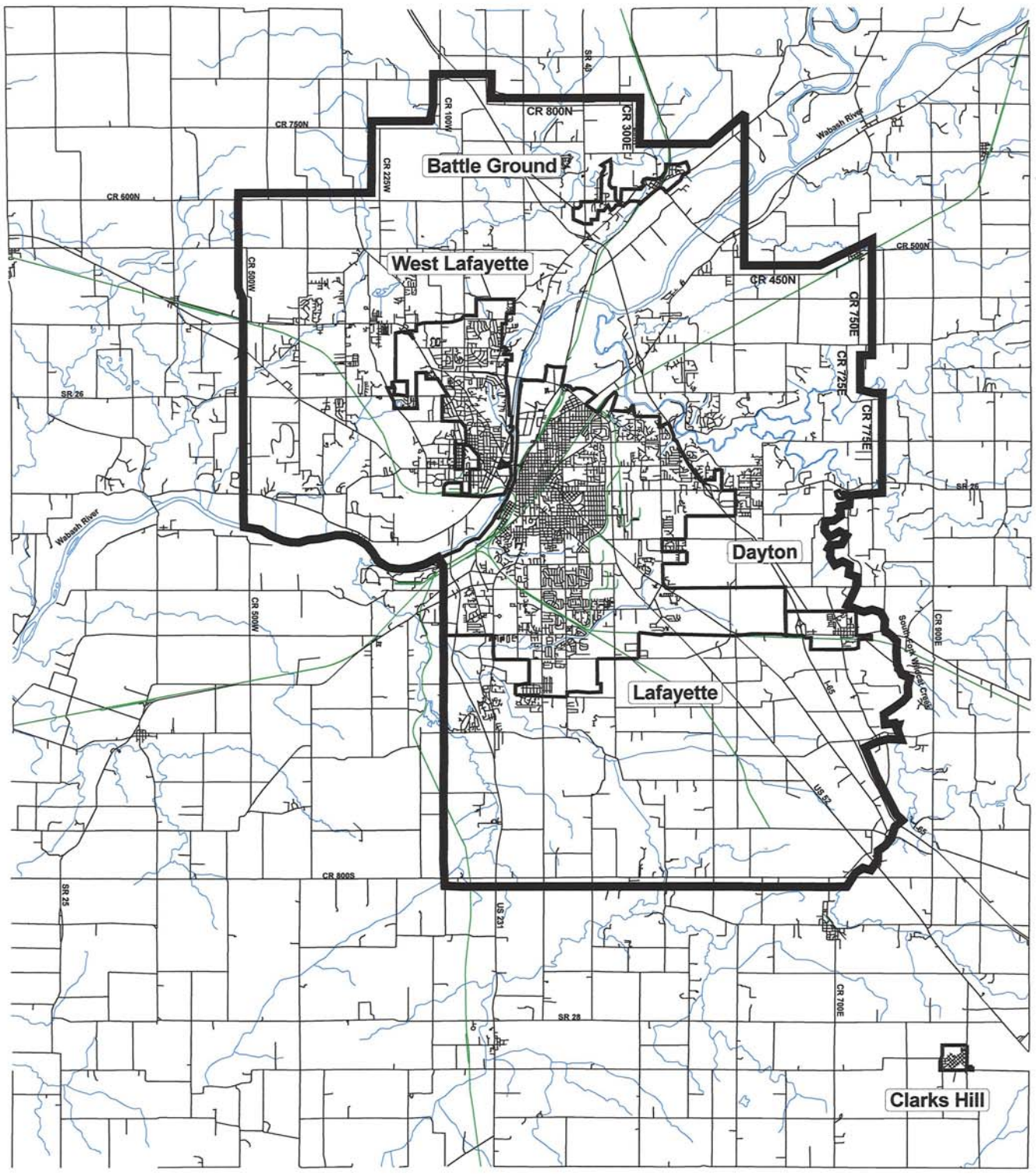
The previous Thoroughfare Plan divided Tippecanoe County into two areas: urban and rural. The line that distinguished these two areas was the Urbanized Area Boundary as designated by the 1980 Census. That boundary has now been overrun by urban development and must be extended to match our projected growth patterns.

The Urban Area

As the cities of Lafayette and West Lafayette and the towns of Dayton, Battle Ground and Clarks Hill grow both in population and land area, citizens living in urban fringes seek and frequently demand more city services. Therefore, staff has prepared, with the assistance of city and county engineers, a revised urban area boundary line (**Figure 1**) that defines those portions of Tippecanoe County that will likely have sanitary sewers extended into them within the next twenty-five years. This designation will be a tool to ensure that new development inside the city and town corporate boundaries and in the urban fringe is built to urban standards: curb and gutter, sidewalks, sanitary sewer, and water.

Figure 2 is a map of thoroughfares, showing all arterials, collectors and local roads within the urban area but outside the Cities of Lafayette and West Lafayette. **Figure 3** is an inset that details those roads within the Cities of Lafayette and West Lafayette.

Figure 1
Thoroughfare Plan
Study Area

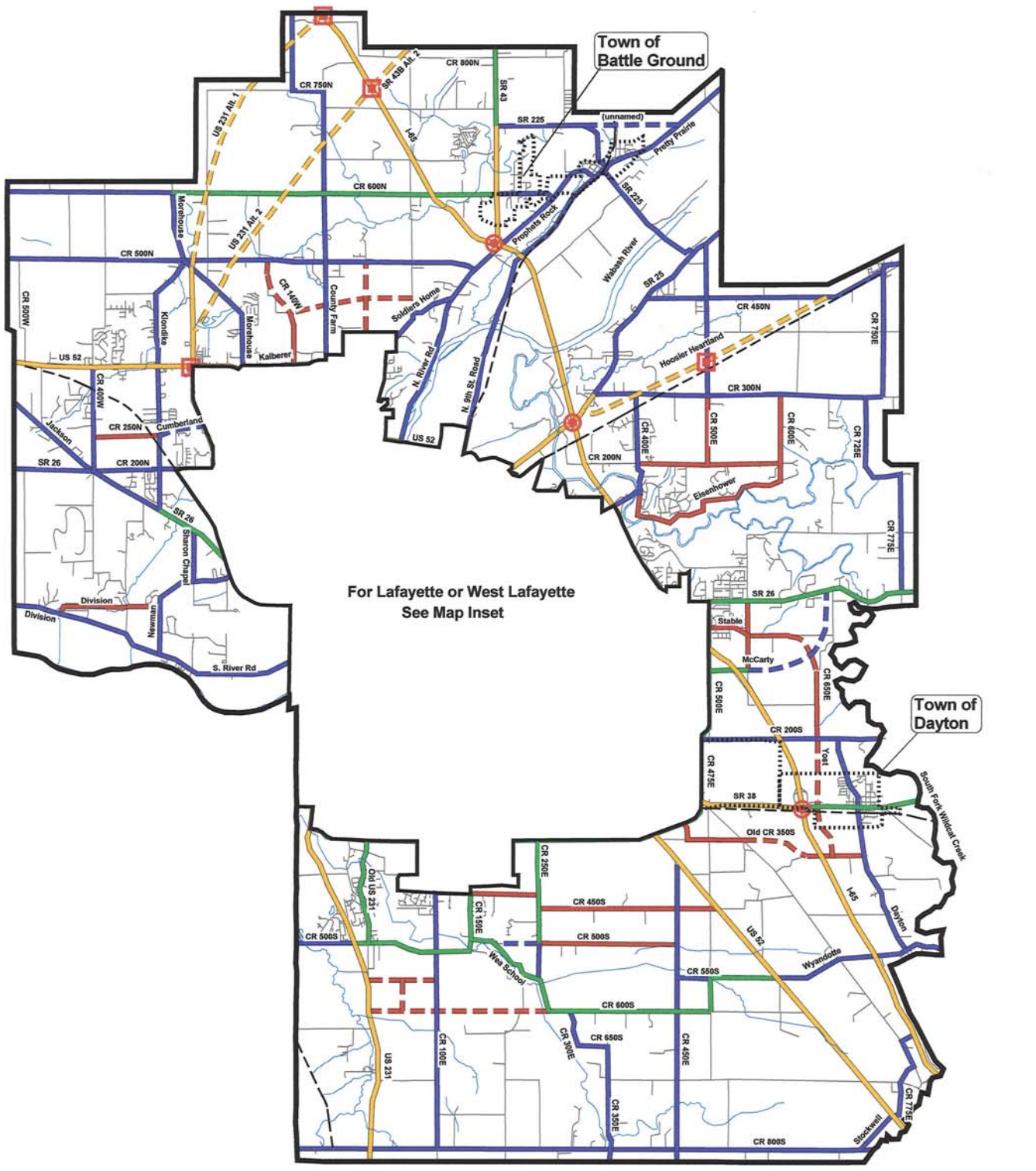


Note: For roads that border on the urban area boundary, urban standards apply to both sides of the right-of-way.

Tippecanoe County, Indiana
- Roads
- Railroad
- Water Features
- City/Town Boundary
- Urban Area Boundary

0 1 2 3
Miles

Figure 2
Thoroughfare Plan
Urban Area



Boundary and Road Types

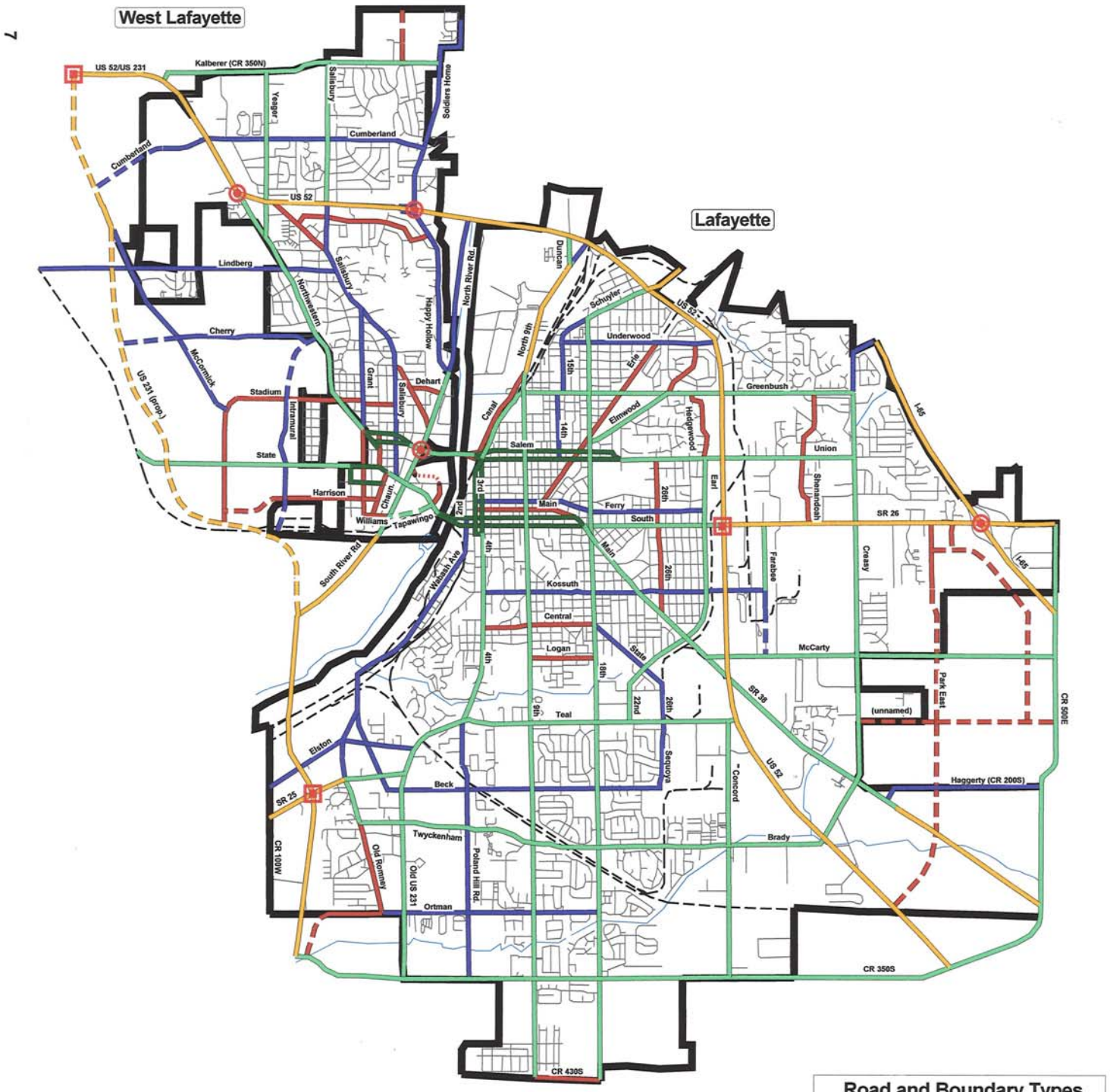
- Local Roads
- Collector
- Proposed Collector
- Secondary Arterial
- Proposed Secondary Arterial
- Primary Arterial
- Divided Primary Arterial
- Prop. Div. Primary Arterial
- Railroad
- River or Stream
- Existing Interchange
- Proposed Interchange
- City/Town Boundary

0 .8 1.6 2.4

Miles

Note: All roads depicted above shall be built to urban standards.
See Table 5 in Appendix B for residential or non-residential designation.

Figure 3
Thoroughfare Plan
Cities of Lafayette and West Lafayette



Road and Boundary Types

- City/Town Boundary
- Local Road
- Major Collector
- Proposed Collector
- Secondary Arterial
- Proposed Secondary Arterial
- 1-Way Pair Primary
- Primary Arterial
- Proposed Primary Arterial
- Divided Primary
- Prop. Div. Primary Arterial
- Railroad
- Waterway
- Existing Interchange
- Proposed Interchange

0 .4 .8 1.2
Miles

Note: All existing and proposed roads depicted above are to be built to urban standards. See Table 5 in Appendix B for Residential or Non-Residential Collector Designation.

On **Figure 1**, some roads form the border of the urban area boundary. In the past, questions arose about whether such roads were designated as urban or rural. This situation sometimes resulted in one side of the road being built with curb and gutter, and the other with side ditches. To avoid any possibility of confusion, this Thoroughfare Plan requires that both sides of those streets and roads will use urban standards.

The following man-made, natural or political features define this urban area boundary:

Boundary		**Section**
CR 600N	–	From CR 500W to CR 225W
CR 225W	–	CR 600N to CR 750N
CR 750N	–	CR 225W to CR 100W
CR 100W	–	CR 750N to CR 850N
CR 850N	–	CR 100W to Meridian Line Rd.
Meridian Line Rd.	–	CR 850N to CR 800N
CR 800N	–	Meridian Line Rd. to CR 300E
CR 300E	–	CR 800N to South Boundary of Tippecanoe 14-24-4
South Boundary of Tippecanoe 14-24-3	–	CR 300E to Pretty Prairie
Pretty Prairie	–	Southern Section Line of Tippecanoe 13-24-4 to CR 500E
Eastern Boundary of Tippecanoe 13-24-4, and Washington 25-24-4	–	Pretty Prairie due south to SR 25
CR 500E	–	SR 25 to CR 450N
CR 450N	–	CR 500E to Railroad St.
Railroad St.	–	CR 450N to CR 750E
CR 750E	–	Railroad St. to CR 300N
CR 300N	–	CR 750E to CR 725E
CR 725E	–	CR 300N to CR 775E
SR 26	–	CR 775E to South Fork Wildcat Creek
South Fork Wildcat Creek	–	SR 26 to Wyandotte
Wyandotte	–	Wildcat Creek to I-65
I-65	–	Wyandotte Overpass to Lauramie Creek
Lauramie Creek	–	I-65 to CR 800S
CR 800S	–	I-65 Overpass to Union Township Line
Union Township Line	–	CR 800S to Lafayette Corporation Limits (north of railroad tracks)
Lafayette Corporation Limits	–	Union Township Line to Wabash River
Wabash River	–	Lafayette Corporation Limits to Wabash Township Line
Wabash Township Line	–	Wabash River to CR 600N

Rural Area

The rural areas of Tippecanoe County, which are not expected to be served by sanitary sewer within twenty-five years, are expected to retain their rural character. Any road or street project within the Rural Area must be built to rural standards, as shown in **Figure 4**. The only exception to this involves major subdivisions: all major subdivisions built anywhere within Tippecanoe County must be built to urban standards and utilize curb and gutter. Sidewalks are optional in rural area subdivisions.

2.3 Design and Functional Differences Between Types of Thoroughfares

In addition to the geographical location of a road, the function a particular road serves also influences the design standards to which it must be built. This function will determine what level of traffic a road is expected to carry. An arterial must carry more traffic than a collector; thus the arterial must be designed for that function. The correct application of these standards is based on a clear understanding of the different classes of roads in the Thoroughfare Plan. A list of definitions is found in **Appendix A**.

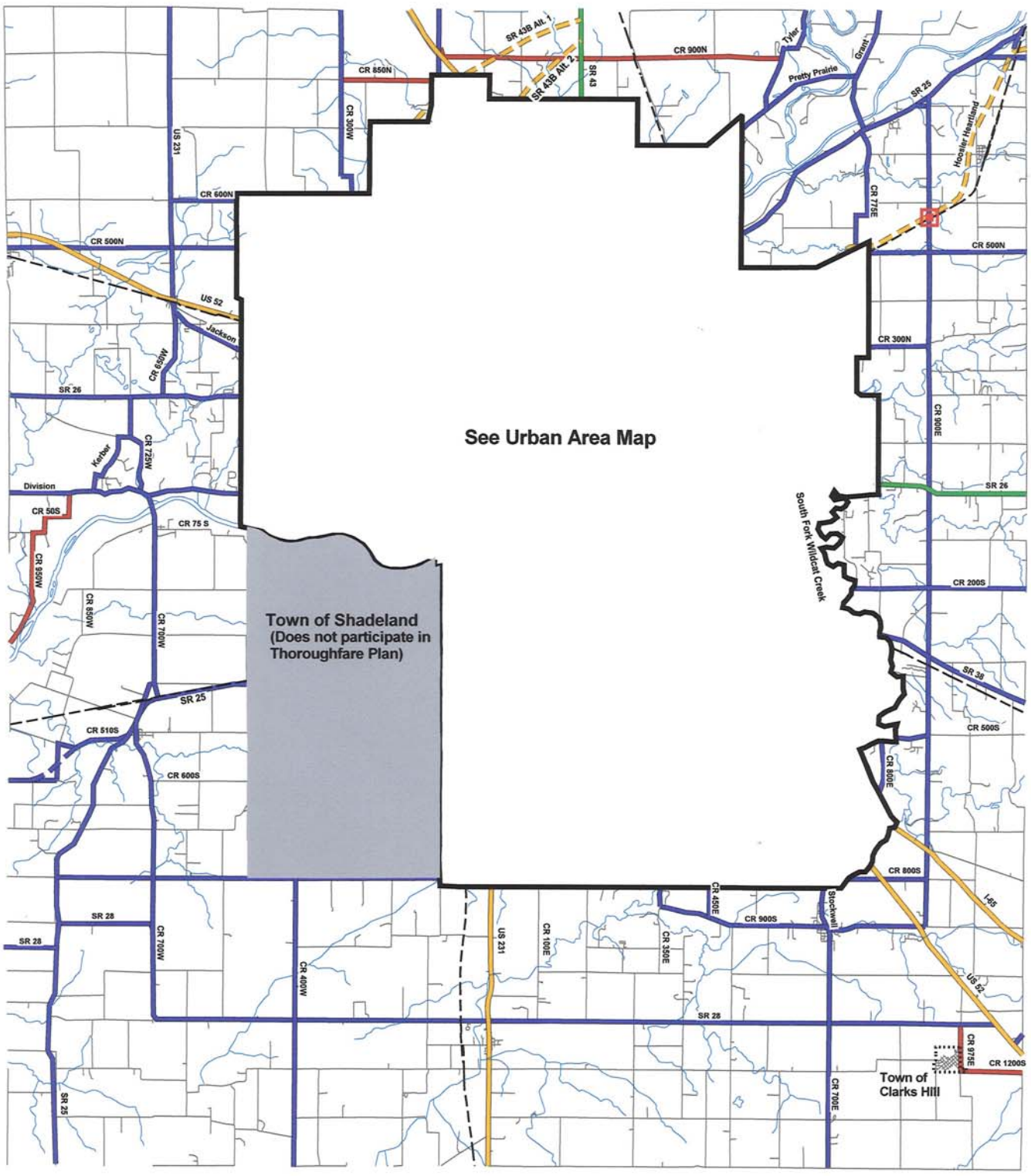
The development community must design internal subdivision streets, curbs and gutters, and sidewalk improvements to the specifications in the Thoroughfare Plan. Additionally, government agencies are concerned with the overall road network and how it will serve the broader community. The following paragraphs describe each type of thoroughfare and its relation to the road network both in design and function. A description of the function that sidewalk and curb and gutter serve is also included.

Arterials

The primary purpose of arterials is to move large volumes of traffic with minimal impedance. In the urban area, arterials allow movement to and from downtown or between specific sections of the community. In rural areas, arterials provide access to Lafayette and West Lafayette or to communities outside Tippecanoe County. Some arterials allow for movement completely through Tippecanoe County.

Another function arterials serve is to accept traffic from collector and local streets and to distribute that traffic to destinations such as central business districts, industrial or commercial sites, or outlying rural areas. This system also works in reverse; arterials also distribute traffic from these areas back to the collectors and local streets, providing access to residential areas.

Figure 4
Thoroughfare Plan
Rural Area



Note: For roads that border on the urban area boundary, urban standards apply to both sides of the right-of-way.

Parking is generally discouraged on arterial streets except in older, denser parts of the cities, as it impedes traffic flows and speeds, increases construction costs, and most importantly, creates hazardous situations for those parking their vehicles. The allowance of parking along arterials also prohibits construction of bicycle lanes.

Arterials themselves are divided into four classes: Divided Primary, One-Way Pair Primary, Primary, and Secondary. The urban or rural setting also dictates the specific design standards to which the road must be built.

Divided Primary Arterials are those roads that have a median of varying design to separate opposing traffic movements. Left-turns are limited to at-grade intersections or approved crossovers. An interstate highway is a special type of divided primary arterial where access is limited to grade-separated entrance and exit ramps.

One-Way Pair Primary Arterials are roads that separate opposing traffic movements onto separate streets, for the purpose of handling more traffic than two-way roads. This type of road is found in the older, compact sections of the cities. Since individual homes and businesses existed prior to the formation of a specific one-way pair system, these roads provide direct access to adjacent properties and on-street parking.

Primary Arterials move traffic originating from outside the community, secondary arterials, and in more rare instances, collectors and local roads. Traffic volumes on these roads are very high relative to other arterials. Functionally, arterials support longer trips from one part of the community to the other. Direct access to adjacent properties through driveways is a secondary function of primary arterials. This plan supports alternative means of access to these properties, such as from local roads. As with one-way pair primary arterials, on-street parking is also provided in the older parts of the cities.

Secondary Arterials accept traffic from collectors and local streets and channel these vehicles either to the primary arterials or to local attractions as schools or commercial or industrial centers. Although direct access to individual properties may already exist or be granted on a limited basis, this plan supports alternative means of access, as it does with primary arterials. As with the other primaries, except for divided primaries, on-street parking is provided in cities.

All arterials should connect areas of heavy traffic generation, such as large residential areas to employment or commercial centers. Primaries need to be located no more than a mile apart. Secondary arterials should be spaced between two primary arterials.

Collectors

Collectors function as intermediary roads within planned developments and residential, commercial and industrial subdivisions, and between residential and/or non-residential uses and primary and secondary arterials. Collectors, for example, may aggregate traffic from local roads to reduce the number of vehicles cutting through neighborhoods or they may funnel traffic from several neighborhood or commercial areas to arterials. These roads generally support lower traffic volumes than primary and secondary arterials. Two types of collectors – major and minor - are designated.

Major collectors are those identified in this plan on **Figures 2, 3, and 4** and in **Table 5** in **Appendix B**. The full spectrum of potential land uses abuts the roads classified as collectors in this plan. Minimum design standards reflect the expected type and volume of traffic generated by a variety of land uses. Thus, for major collectors there is no residential/non-residential distinction.

Minor collectors are those either proposed (by the developer) or required (by local government officials) in the subdivision or planned development approval process. Minor collectors function entirely within a development, frequently as the main entrance road. Design standards for minor collectors do change based on the development's proposed land use – residential or non-residential. In the case of a mixed-use development, the higher standard will be required.

- **Residential minor collectors** exclusively serve residential developments and often themselves are lined with homes. Therefore, parking is usually permitted along both sides of the street while reserving two travel lanes for vehicular movement, often widening to three lanes at the entrance of the development. In residential areas, local roads ideally feed to collectors, which then connect to arterials.
- **Non-residential minor collectors** serve business and industrial developments, or mixed residential/commercial developments, often carrying a larger volume of trucks. For this reason, design standards mirror those of major collectors and parking is discouraged since the zoning ordinance requires sufficient off-street parking.

All collector design standards are found in **Table 1**. Both existing and proposed collectors are shown on both urban and rural maps (**Figures 2 through 4**).

Local Roads

Existing and future public roads that do not carry an arterial or collector designation are classified as local roads. Their primary purpose is to serve individual residential, commercial, or industrial land uses. Local roads are also designated as residential and non-residential, depending on the nature of adjoining land uses.

Residential Local Roads service individual homes and property owners or serve as conduits from one low-density residential area to another. Parking is often permitted, and when cars are parked on both sides of the street, this arrangement leaves at least one clear travel lane.

Non-residential Local Roads service commercial and industrial uses. These roads have wider dimensions than residential local roads because of the need to accommodate trucks and other heavy equipment. Parking is also discouraged because of the parking requirements businesses must heed.

Boulevards

A boulevard is a type of road characterized by a grassed or tree-lined median. Left turns are permitted only at specific points. They only occur in urban settings on non-residential collectors or secondary or primary arterials. The construction of this type of road is at the discretion of the local government engineer.

Cul-de-sacs and Alleys

A cul-de-sac, as defined above, is a residential or non-residential local street with only one outlet and an appropriate terminus for the safe and convenient reversal of traffic movement. Wherever practical, a circular turnaround should be designed. However, hammerheads, which resemble the head of a hammer, are permitted subject to approval from the local jurisdiction.

Most developers are required to leave temporary dead-end streets at some locations to serve as connections to future subdivisions. As new subdivisions are developed, these connector streets maintain the interconnectivity of the local street system.

An alley's function is to serve as a rear access to residences or businesses and their parking, and to allow off-street service delivery. The pavement width is the narrowest at sixteen feet; this permits most passenger vehicles to pass one another safely. In areas where the width requirements are met, but obstructions deter safe vehicle passing, such alleys should be one-way.

Sidewalks

Sidewalks serve as a means to separate pedestrian traffic from the traffic flow, thereby enhancing safety for pedestrians and bicyclists under the age of sixteen. They are required by the subdivision ordinance to be constructed on all public streets with urban cross sections.

Curb and Gutter

In urban areas and all subdivisions throughout Tippecanoe County, curbs and gutters serve two purposes. They help channel runoff from the street and adjacent land uses to a storm water removal device. They also act as a barrier to separate cars from grassy areas. The **Unified Subdivision Ordinance**

requires that curb and gutter be placed on all roads that have sidewalks and in all major subdivisions within the county. The required width in all jurisdictions is thirty inches.

2.4 Design Standards

Now that the urban boundary is fixed, design standards for each road classification can be implemented. The **Unified Subdivision Ordinance** establishes requirements and design standards for each street or road in Tippecanoe County based on its Thoroughfare Plan classification, as shown in **Figures 5-11** in **Appendix C.** Each road classification embodies specific design standards depending on whether it is designated as urban or rural. Collector and local streets or roads carry a further designation of residential or non-residential that is dependent on the land uses they serve. The Area Plan Commission Staff developed these design standards in cooperation with the Tippecanoe County Highway Executive Director and the Lafayette and West Lafayette City Engineers (**Table 1**). Design requirements for sidewalks are found in **Table 2**. **Table 3** lists the design requirements for alleys.

Construction standards for roadways, such as road base requirements, pavement thickness, and drainage improvements are approved by the applicable local unit of government through its Board of Works, Town Board or Board of Commissioners, Local engineers grant specific approval the construction plan process as prescribed in the **Unified Subdivision Ordinance**. In certain instances, the minimum pavement width standards in **Table 1** may not meet those standards found within a particular jurisdiction; wherever this occurs, the larger standard shall be followed.

In addition to the Thoroughfare Plan, the **Transportation Plan for 2025** also identifies arterials and collectors on the road network. However, the functional classification system used in the Transportation Plan is for federal funding purposes only. Use of the functional classification system is mandatory for local public agencies that receive federal funding for road improvements.

Some roads within Tippecanoe County have a Thoroughfare Plan designation that differs from the **Transportation Plan for 2025**. When actual design standards are being considered, the Thoroughfare Plan design criteria shall apply. For local jurisdictions who may need to know both designations, these roads are shown in **Table 4**. A list of roads with Thoroughfare Plan designations other than local is included as **Table 6** in **Appendix D**.

Table 1. Design Standards for Roads

Roadway Type			Min. ROW Width (10)	Min. Pvmnt. Width (1)	Min. Side Ditch Width	Min. Shoulder Width (11)	Max. Grade	Min. Radius of Curve	Min. Length of Tangent (3)	Min. Sight Distance	Min. Corner Radius (4)	Min.Turn-Around (5) (9) (12)
Urban Cross Section	Residential (6)	**Local Road**	50	25	N/A	N/A	7.5%	100	100	200	25	100 / 80
		Minor Collector	60	32	N/A	N/A	7%	100	100	200	25	N/A
	Non-Res	**Local Road**	60	34	N/A	N/A	6%	200	200	200	40	160 / 140
		Minor Collector (11)	70	40	N/A	N/A	6%	200	200	240	40	N/A
		Major Collector (11)	70	40	N/A	N/A	6%	200	200	240	40	N/A
	Arterial	**Secondary (11)**	70	44	N/A	N/A	(2)	(2)	(2)	(2)	(2)	(2)
		Primary (11)	80	54	N/A	N/A	(2)	(2)	(2)	(2)	(2)	(2)
		One-Way Pair Primary	65	38	N/A	N/A	(2)	(2)	(2)	(2)	(2)	(2)
		Div. Primary	100	Two-25	N/A	N/A	(2)	(2)	(2)	(2)	(2)	(2)
Rural Cross Section	Residential (6)	**Rural Estate**	52	20	(7)	4	7%	100	100	200	25	100 / 76
		Local Road	60	24	14	4	7%	100	100	200	25	100 / 76
		Major Collector	65	28	12.5	6	7%	100	150	240	25	N/A
	Non-Res	**Local Road**	60	24	14	4	6%	200	200	200	40	160 / 140
	Arterial	**Secondary**	80	24	22	6	(2)	(2)	(2)	(2)	(2)	(2)
		Primary	120	48	28	8	(2)	(2)	(2)	(2)	(2)	(2)
		Div. Primary	150	Two-24	31	10	(2)	(2)	(2)	(2)	(2)	(2)

Note: Measurements, unless otherwise specified, are in feet.

Table 1. Design Standards For Roads (Cont'd)

Standards Applied To All Roadways

Minimum Grade		0.5%
Minimum Block Length Between Collectors and/or Arterials	Along Arterials (13)	800 ft.
Maximum Block Length	(Residential)	800 ft.
	(Non-Residiental)	2900 ft.
Maximum Cul-de-Sac Length		800 ft.
Maximum Length of Temporary Dead-End Road	(Residential)	320 ft.
	(Non-Residential	1160 ft.
Minimum Length of Vertical Curves		100 ft., but not less than 20 ft. for each percent of algebraic difference in grade.

Notes

(1) Curb and Gutter is in addition to the pavement width (combined 30 inches on each side.)

(2) As required by the Local Government Engineer and/or Indiana Department of Transportation

(3) Between Reverse Curves

(4) Measured at curb on Urban Cross Sections, at pavement edge on Rural Cross Sections. Minimum transition curve into the turnaround within cul-de-sacs:

Residential	50 ft.
Non-residential	100 ft.

(5) Diameter, measured at edge of right-of-way/edge of pavement, or back-to-back of curb on Urban Cross Sections.

(6) Includes subdivisions for uses permitted in residential districts as a matter of right or through special exception.

(7) Rural Estate roads with side ditches shall have a maximum 3:1 slope and a minimum vertical depth of 2 feet. It may increase ROW.

(8) Other cul-de-sac termini are permitted when approved by the Local Government Engineer.

(9) Add 10 additional feet of ROW to accommodate trails abutting roads, either planned by the developer or in an adopted plan of a member jurisdiction or the Area Plan Commission.

(10) See Rural Road Cross Sections for shoulder composition.

(11) Use and design of a boulevard-type street will be at the discretion of the Local Government Engineer.

(12) Any variance approved for cul-de-sac length will require a minimum turnaround of 120 ft. ROW and 100 ft of pavement width.

(13) Minimum block length may be increased by recommendation of the local government engineer.

NA Not Applicable

Table 2. Required Sidewalk Widths for Roads With Urban Cross Sections

Roadway Type	Standard Width*#
Residential	
Local Road, Minor and Major Collector	5 ft.
Secondary, Primary,One-Way Primary, and Divided Primary Arterial	5 ft.
Non-Residential	
Local Road, Minor and Major Collector	5 ft.
Secondary, Primary, One-way Primary, and Divided Primary Arterial	6 ft.

Notes:
* Where sidewalks abut curb, the standard width is 6 ft.
# Sidewalks must be constructed in accordance with Sections 5.7 and 5.3(2)(b) of the **Unified Subdivision Ordinance**.

Table 3. Design Standards for Alleys

Roadway Type	Min. ROW Width (10)	Min. Pvmnt. Width (1)	Min. Side Ditch Width	Min. Shoulder Width (11)	Max. Grade	Min. Radius of Curve	Min. Length of Tangent (3)	Min. Sight Distance	Min. Corner Radius (4)
Alley	25	16	N/A	N/A	5%	100	100	200	25

Both the permission to use and the design of alleys are at the discretion of the local government engineer. However, where permission to build alleys in a development is given to developers, the minimum design standards in **Table 3** shall be used. See page 16 for explanations of footnotes

Table 4

Classification Conversion
From the Transportation Plan to Thoroughfare Plan Standards

Project in the	Transportation Plan	Thoroughfare Plan	Collector Classification		ROW	Min. Pavement
Transportation Plan*	Functional Classification	Classification	Urban/Rural	Residential/Non Res.	Width	Width
SR 25, (I-1)	Primary Arterial	Rural Div. Primary	N/A	N/A	**	**
US 231, (I-11)	Primary Arterial	Urban Div. Primary	N/A	N/A	100'	2-25'
US 231, (I-12)	Primary Arterial	Urban Div. Primary	N/A	N/A	100'	2-25'
US 231, (I-13)	Primary Arterial	Rural Div. Primary	N/A	N/A	**	**
Park Road, (I-14)	Collector	Rural Secondary	N/A	N/A	80'	24'
US 231, (I-22)	Primary Arterial	Rural Div. Primary	N/A	N/A	150'	2-24'
SR 43B, (I-24)	Primary Arterial	Rural Div. Primary	N/A	N/A	150'	2-24'
Shenandoah, (L-13)	Collector	Major Collector	Urban	Non-Residential	70'	40'
Twyckenham, (L-13)	Minor Arterial	Urban Primary	N/A	N/A	80'	54'
Twyckenham, (L-22)	Minor Arterial	Urban Primary	N/A	N/A	80'	54'
Twyckenham, (L-24)	Minor Arterial	Urban Primary	N/A	N/A	80'	54'
Erie Street, (L-5)	Collector	Major Collector	Urban	Non-Residential	70'	40'
Duncan Road, (L-27)	Collector	Urban Primary	N/A	N/A	80	54'
Farabee Drive, (L-28)	Collector	Urban Secondary	N/A	N/A	70'	44'
Yost Drive, (D-1)	Collector	Major Collector	Urban	Non-Residential	70'	40'
Park East, (P-1)	Collector	Major Collector	Urban	Non-Residential	70'	40'
Stable Drive, (P-2)	Collector	Major Collector	Urban	Residential	60'	34'
Park East, (P-3)	Collector	Major Collector	Urban	Non-Residential	70'	40'
Collector S., (P-5)	Collector	Major Collector	Urban	Non-Residential	70'	40'
CR 900E, (C-4)	Collector	Rural Secondary	N/A	N/A	80'	24'
McCarty Lane, (C-6)	Minor Arterial	Urban Secondary	N/A	N/A	70'	44'
McCarty Lane, (C-7)	Minor Arterial	Urban Secondary	N/A	N/A	70'	44'
CR 500S, (C-12)	Collector	Urban Secondary	N/A	N/A	70'	24'
Cumberland, (C-13)	Collector	Urban Secondary	N/A	N/A	70'	44'
Cumberland, (W-1)	Collector	Urban Secondary	N/A	N/A	70'	44'
Harrison Bridge, (W-2)	New Ramp	N/A	N/A	N/A	**	**
Tapawingo N., (W-8)	Collector	Major Collector	Urban	Non-Residential	70'	40'
Tapawingo S., (W-9)	Primary Arterial	Urban Primary	N/A	N/A	80'	54'
Cherry Lane, (W-10)	Collector	Urban Secondary	N/A	N/A	70'	44'
SR 26E	Primary Arterial	Urban Primary/ Div. Primary	N/A	N/A	**	**
SR 43N	Primary Arterial	Urban Primary/ Div. Primary	N/A	N/A	**	**
SR 25W	Primary Arterial	Urban Primary	N/A	N/A	**	**
S 18th	Minor Arterial	Urban Primary	N/A	N/A	80'	54'

* See **Transportation Plan for 2025** for specific project codes

** Refer to Indiana Department of Transportation design standards

3.1 Provisions for Alternative Modes of Transportation

Designing all types of streets and roads to move people and goods safely is an important community priority, regardless of the preferred mode of transportation. Modes other than automobiles include walking, bicycling, and mass transit. The needs of each group must be accommodated in a well-planned road network. These needs include safety, accessibility, and continuity.

Ensuring these users' safety while using the transportation network is vital, especially for inexperienced users of other forms of transportation. Parents want their children to walk or bike safely to school, a park, or a neighborhood store. Persons who walk or ride their bicycles to work or commercial businesses have the same expectation. A safe environment will encourage persons to use these other forms of travel.

Accessibility creates another community challenge for those who wish to walk, bike, or use mass transit. With these facilities close by, parents can allow their children to access schools, parks, or friends' houses without taking them by automobile. Other people will use these modes of travel to work or other locations if they are nearby. Seniors will also use transit to meet their needs if it is accessible and runs on a convenient schedule.

The last need is continuity. Where bicycle lanes abruptly end, the bicyclist must either ride with traffic or on private property. This may create a hazardous environment for children or the average bicyclist. This is also true for pedestrians where a sidewalk suddenly ends. However, a continuous network will provide the facilities for different groups to reach major community attractions safely.

Four specific issues are addressed in this section: 1) what existing facilities provide utility to meet the needs for alternate forms of transportation; 2) what new facilities can be added to the transportation network to meet the needs stated above; 3) who bears the responsibility for providing these facilities; and 4) the provision of traffic calming measures where appropriate.

3.2 Existing Facilities

In some locations, it may be appropriate to allow bicyclists to ride with traffic on local roads because of their low traffic volumes. On other roads, it may mean utilizing design techniques to accommodate riders of all experience levels. The actual design of a facility will depend on characteristics of the adjacent roadway. For roads designated as a collector or above, some type of provision for alternate modes of transportation should be provided.

Different types of bicycle facilities exist to serve the needs of the bicycling community. These facilities are distinguished by whether they are either separate or shared facilities. A separate facility has a buffer zone comprised of either a curb or grass strip that shelters it from vehicular traffic. A shared facility permits the cyclist to ride with the flow of traffic. An example of the first kind is a multi-use path, while the second group includes bicycle lanes, wide curb lanes and paved shoulders.

Where sidewalks are required by the Thoroughfare Plan and the **Unified Subdivision Ordinance**, sidewalk dimensions have been updated to increase their utility to the community. The minimum width required previously was four feet; now it is five feet. This extra space allows for two persons to travel abreast; it also provides for persons to pass each other more easily while providing limited use for bicyclists where permitted.

Pedestrian facilities are an important part of the transportation network when they connect homes with employment, shopping or other destinations. These include linear parks, greenways, or other multi-use paths. These amenities also have a recreational component to them. Some subdivisions allow for pedestrian connections to nearby businesses, schools, and/or recreational uses.

Existing transit facilities are provided to connect areas of likely ridership to employment or commercial or recreational attractions. These areas not only include multi-family developments, but also concentrated numbers of children, senior citizens or low-income persons. Since these groups may not have access to automobile transportation, transit allows them greater mobility of travel.

3.3 Planning for New Facilities

As with any growing community, the need exists to plan for more alternative forms of transportation. More children in the community will increase the demand for safe access to schools and recreational facilities. Senior citizens need or want greater access to transit. Adults may want a more walkable community.

Two community resources aid in the future provision of bicycle and pedestrian facilities. The first is the **Bicycle and Pedestrian Plan,** a tool to meet the current and future needs of alternate forms of transportation. It documents current and proposed efforts to provide these facilities. These actions take such forms as bicyclist- and pedestrian-friendly regulations, re-using abandoned railroad corridors, and studying specific areas for potential use for these groups.

The second resource is an inventory of the different bicycle and pedestrian links related to the Wabash River corridor. This information is found in map form in

Appendix E, showing their location and connections. The goal of identifying these linkages is to create a comprehensive community resource for those interested in using these facilities and for governments to add to and enhance existing linkages.

There are many options for providing new bicyclist and pedestrian facilities. One example is using sewer or water easements; this option does not require the purchase of additional land. Another is for developers to grant or plat access easements. As utilities expand to accommodate a greater number of homes, these facilities will connect newer subdivisions with each other and the larger community.

The transit company produces a five-year plan known as the **Transit Development Program**. This document examines current and future changes in the transit market and recommends changes to improve the quality of service. Existing routes may be altered or new ones added; other options not yet devised may be created to increase ridership.

Other opportunities to provide for alternative transportation may become available that are not indicated in the Thoroughfare Plan or other documents. Where the **Unified Subdivision Ordinance** permits and the local jurisdiction approves, these new facilities should be encouraged.

3.4 Responsibility for the Provision of Facilities

Various private, public and non-profit agencies work to provide bicycle, pedestrian, and transit facilities. Some developers voluntarily provide amenities for bicyclists, pedestrians and /or transit riders; with more frequency, the city and county engineers design bicycle and pedestrian facilities when roads are widened, rehabilitated or newly constricted; all three park departments are planning for and building trails; and CityBus expands its bus service within its territory and supports the concept of liveable communities.

However, until all those responsible for the planning and construction of bicycle, pedestrian and transit facilities commit to reducing single-occupancy vehicles trips and expanding alternative transportation availability, our community will continue in a patchwork approach of providing choices at a level unable to make a noticeable difference.

Efforts to plan and provide bicycle, pedestrian and transit facilities must become the rule rather than the exception in order to achieve the goals of safety, accessibility and continuity outlined in section 3.1 above. When facilities are inconsistent and disconnected, safety is reduced, facilities are inconvenient, under used and choices are limited.

In new developments, it shall be the responsibility of the developer to provide platted easements in all locations where adopted planning documents propose trials, sidewalks or linear parks. A composite map showing existing, proposed, and potential trails and bikeways for the Cities of Lafayette and West Lafayette and Tippecanoe County is shown in **Appendix E**. Developers shall also provide appropriate internal circulation for residents, tenants and/or customers to promote opportunities for alternative modes of transportation.

Public agencies shall consider the needs of all transportation modes, including non-motorized traffic, when planning road improvements. The goal is to become proactive rather than reactive and to make bicycle, pedestrian and transit users an integral part of the planning process. Some examples include: urban intersections with pedestrian crosswalks; signal lights responsive to bicycles; on-street facilities based on traffic counts to determine the best application or combination of applications (bike lane, shared lane, paved shoulder or separate path); pedestrian use of paths and sidewalks coordinated with transit routes to provide links that increase convenience and safety.

3.5 Traffic Calming

Traffic and its movement or flow is always a concern to citizens. Those concerns grow and frustrations arise when certain traffic situations or circumstances occur, especially near their residences or in their neighborhood. Generally their concerns arise when vehicle speeds or traffic volumes become or are perceived to be unacceptably high. If any of these conditions exists, citizens no longer feel their streets are safe. These conditions also impact pedestrians' and bicyclists' use of the street.

A technique being used more widely in many communities across the United States to address these concerns is traffic calming. Definitions of traffic calming vary, but they all share the same goal: reduce vehicle speed, improve safety and enhance quality of life. Traffic calming is the practice of managing speed and/or traffic volume at an acceptable level.

While managing speed and/or traffic volume can be seen as the goal of traffic calming, the Federal Highway Administration spells out six related objectives. They are:

- To encourage citizen involvement in the traffic calming process by incorporating the preferences and requirements of citizens;
- To reduce vehicular speed;
- To promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents;
- To improve the environment and livability of neighborhood streets;
- To improve real and perceived safety for nonmotorized users of streets;

- To discourage use of residential streets by non-resident cut through vehicular traffic.

Traffic calming provides more benefits than just reducing speed and/or traffic volume on neighborhood streets. It has a positive impact on pedestrians and bicyclists; they feel safer walking and riding their bikes. Traffic calming also improves the quality of residential neighborhoods by making them more livable. Finally, traffic calming can be used as a tool for citizens to actively participate in forming the character of their neighborhood.

The Federal Highway Administration states that traffic calming is often described as the combination of mainly physical measures that reduce the negative effects of motor vehicle use and improves conditions for nonmortorized street users. However the term traffic calming also applies to a number of transportation techniques developed to educate the public and provide awareness of unsafe driver behavior.

Approaches to traffic calming can be sorted into three categories: education, enforcement and engineering. Solutions to individual situations vary. It's possible that only one approach is needed; or it's possible that the solution may involve two or even all three approaches. Each approach, or technique, has its appropriate application. When combined, they can help reduce speeds and unwanted cut-through traffic.

Two of the approaches, education and enforcement, are limited in number. Police enforcement focuses on target enforcement and speed radar trailer boards. Educational initiatives include developing and implementing a community or neighborhood speed watch campaign. Additional educational tools available include additional signage and pavement markings. Pavement markings may be in the form of large speed limit signs or school crossings painted on the road surface.

Nearly all of the available traffic calming techniques fall under the engineering category. These techniques involve actual physical changes to the road. The Federal Highway Administration lists eighteen techniques. They are: bike lanes, bulbouts, neckdowns, chokers, center islands, chicanes, lateral shifts, closures, diverters, forced turn lanes, median barriers, realigned intersections, roundabouts, speed humps, speed tables, textured pavement, raised crossings and traffic circles.

The following table provides a brief description and picture of each of the eighteen techniques recommended by the Federal Highway Administration:

Descriptions and Pictures of Traffic Calming Devices and Techniques		
Devices and Techniques	**Descriptions**	**Pictures**
Bike Lanes	A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists	
Bulbouts/Neckdowns/ Chokers	Curb extensions at intersections that reduce curb-to-curb roadway travel lane widths	
Center Islands	Raised islands located along the centerline of a roadway that narrow the width at that location	
Chicanes/Lateral Shifts	Curb extensions that alternate from one side of the roadway to the other, forming s-shaped curves	

Closures (Cul-de-sacs)	Barriers placed across roadways to completely close through vehicle traffic	
Diverters	Barriers placed diagaonally across an intersection, blocking certain movements	
Forced Turn Lanes	Raised islands located on approaches to an intersection that block certain movements	
Median Barriers	Raised islands located along the centerline of a roadway and continuing through an intersection to block cross traffic	
Realigned Intersections	Changes in alignments that convert T-intersections with straight approaches into curving roadways meeting at right angles	

Roundabouts	Roundabouts are circular intersections that encompass a three safety features: yield control of entering traffic, channelized approaches, and geometric entry curvature. Movement within the roundabout moves counter-clockwise, with entering vehicles always yielding to those already inside. Parking is not permitted inside the circle. These movements eliminate the left turn, a common cause of crashes at intersections, thereby enhancing vehicular safety.	
Speed Humps	Rounded raised pavement devices placed across roadways to slow and/or discourage traffic	
Speed Tables/ Textured Pavement/ Raised Crossings	Flat-topped speed humps often constructed with a brick or other textured material to slow traffic	
Traffic Circles	A traffic circle is an older form of a circular intersection that differs from roundabouts. First, a traffic circle has stop control or no control. Secondly, vehicles inside the traffic circle may have to yield to incoming traffic. Parking may also be permitted along the circular route	

Sources: Traffic Calming, Selected Practices, Lessons Learned and Reed Ewing, Rutgers University, Center for Urban Policy Research.

It is important to note that the application of traffic calming measures is not appropriate for all roads. Traffic calming measures should only be used on residential streets or streets classified as either a residential local road or residential collector. Traffic calming measures are not intended for higher classification roads such as arterials, where the function of those roads is to move traffic.

Links to Traffic Calming Programs

The Federal Highway Administration has developed a list of traffic calming programs across the United States. The following is a copy of this list.

Municipality	Web Address
Fort Wayne, Indiana	www.ci.ft-wayne.in.us/traffic_engineering/street_calming.htm
Bloomington, Indiana	www.city.bloomington.in.us/engineering/traffic.calming/traffic_calming.html
Tempe, Arizona	www.tempe.gov/traffic/trafmgnt.htm
Berkeley, California	www.ci.berkeley.ca.us/PW/traffic/trafcalm.html
Sacramento, California	pw.sacto.org/traffic/ntmpglance.html
San Jose, California	www.ci.san-jose.ca.us/council/dist10/Issues/traffic_calming.htm
Douglas County, Colorado	www.douglas.co.us/DC/Services.htm
Fort Collins, Colorado	fcgov.com/traffic/traffic-calming.asp
Tampa, Florida	www.ci.tampa.fl.us/dept_Public_Works/transportation.HTM#NEIGHBORHOOD
Honolulu, Hawaii	www.co.honolulu.hi.us/dts/tcalming.pdf
Iowa City, Iowa	www.iowa-city.com/city/planning/trafficCalming.htm
Howard County, Maryland	www.co.ho.md.us/spdcntrl.htm
Montgomery County, Maryland	www.dpwt.com/TraffPkgDiv/triage.htm
Cambridge, Massachusetts	www.ci.cambridge.ma.us/~CDD/envirotrans/trafcalm/
Missoula, Montana	www.ci.missoula.mt.us/publicworks/calming.htm
Albuquerque, New Mexico	www.cabq.gov/streets/ntmp.html
chester, New York	www.ci.rochester.ny.us/streetcalm/index.htm

Charlotte, North Carolina	www.ci.charlotte.nc.us/citransportation/programs/trafcalm.htm
Winston-Salem, North Carolina	www.ci.winston-salem.nc.us/DOT/trafficcalming.html
Portland, Oregon	www.trans.ci.portland.or.us/Traffic_Management/Trafficcalming/
Austin, Texas	www.ci.austin.tx.us/roadworks/program.htm
Houston, Texas	www.ci.houston.tx.us/departme/works/humps.htm
Seattle, Washington	www.cityofseattle.net/td/trafcirc.asp
Vancouver, British Columbia	www.city.vancouver.bc.ca/engsvcs/transport/calming.htm

3.6 Traffic Calming Measures Policy

Traffic Calming measures and roundabouts are techniques available to local government entities and private developers. The Thoroughfare Plan does not set or establish specific design standards for these techniques. Traffic calming measures and roundabouts should be planned and designed in keeping with sound planning and engineering practices. Their location, design and implementation will follow the guidance and oversight of the local government entity engineer.

Most traffic calming measures are limited to roads that are classified as an urban collector or urban local road. They can be constructed or residential or non-residential roads. They are not permitted on rural roads or roads that are classified as an arterial of any kind.

Traffic calming measures can be constructed on existing residential or non-residential roads. This is to accommodate traffic safety issues identified in engineering studies. Although more rarely, traffic calming measures can be installed on newly constructed roads as an amenity to residents.

Roundabouts or traffic circles can be constructed on any classification of road. They can be constructed in the urban and rural areas, and they can be constructed on either residential or non-residential roads. They can also be constructed on existing or planned roads, although right-of-way requirements may hinder construction of roundabouts on existing roads.

4.0 Conclusion

In order to achieve the fundamental objectives of providing for a roadway network sufficient for the current and future needs of the traveling public, irrespective of mode of transportation, the Area Plan Commission of Tippecanoe County and its six participating jurisdictions (Lafayette, West Lafayette,

Tippecanoe County, Dayton, Battle Ground, and Clarks Hill) adopt the following set of policies:

General

1. Relevant portions of the text of the Unified Subdivision Ordinance are to be rewritten to establish conformity with the Thoroughfare Plan.
2. Relevant projects identified in each long-range transportation plan will be added to the Thoroughfare Plan by amendment to ensure consistency between the two documents.
3. The Area Plan Commission, its participating jurisdictions, and the development community will cooperate to provide a road network that minimizes congestion and reduces its associated costs in time, resources employed and effects on the environment.
4. The Thoroughfare Plan will work to the mutual advantage of the developer and the public in general, by ensuring adequate road width for safe vehicular movement, yet does not demand excessive and costly rights-of-way and pavement widths for roads that have low traffic volumes.
5. The Area Plan Commission, its participating jurisdictions, and the development community will promote the safety of pedestrians and bicyclists when considering the impacts of a development or roadway expansion on the community.
6. The Area Plan Commission, its participating jurisdictions and the development community will continue to provide road, bicycle, and pedestrian improvements that will produce a safe, accessible, and continuous network that best serves the community.
7. The Area Plan Commission and its participating jurisdictions will continually monitor current and near future development patterns and adapt the Thoroughfare Plan policies accordingly.
8. The Area Plan Commission will amend the Thoroughfare Plan in response to changes in the nature of a road's function or to accommodate expansions of the road network and to respond to changes in best practices regarding road and bicycle and pedestrian facility design.
9. If the Safe Routes to School program is included in the next surface transportation act, the Area Plan Commission will work to include this initiative in the work program.

Public Sector Specific

1. Local governments will follow the same minimum design standards as the development community in order to maintain a safe, efficient and seamless road network.
2. Local governments will explore the latest technology and best practices in traffic calming to maintain a safe road network for pedestrians and bicyclists.

3. Local governments will utilize innovative land acquisition techniques and collaborate with other local governments, the private sector, and non-profit organizations to provide pedestrian and bicyclist amenities.
4. Local governments and the Area Plan Commission will encourage interconnectivity between adjacent developments to promote a unified development pattern.
5. An effective capital improvement program shall be devised to guide the development of an arterial street pattern that will meet the needs of the community as development occurs.
6. If funding becomes inadequate for the entire capital improvement program, improvements shall be selected on the basis of their ability to alleviate congestion and enhance traffic flow.

Private Sector Specific

1. The development community will design roads to the standards dictated in the Thoroughfare Plan and the Unified Subdivision Ordinance.
2. The development community will explore ways to enhance the interconnectivity of their subdivision streets with adjacent developments.
3. As needed and where feasible, new developments will provide safe and efficient pedestrian and bicycle facilities.
4. When recommended by Citybus, transit amenities will be provided in new developments.
5. Streets in new developments will be designed to accommodate safe routing of school buses and safe pick up and drop off locations. The school corporations shall have an opportunity to make recommendations to the Area Plan Commission regarding these design elements in every new development.

Appendix A
Definitions Used in Thoroughfare Plan

Definitions Used in the Thoroughfare Plan

Boulevard – A style of urban non-residential collector, secondary or primary arterial roadway characterized by a grassed or tree-lined median.

Cul-de-Sac – A local street with only one (1) outlet and having an appropriate terminus for the safe and convenient reversal of traffic movement.

Divided Primary Arterial – A road where opposing traffic is separated by a grass or raised median that restricts left turns to intersections or approved crossovers.

Local Government Engineer – The licensed engineer designated by the participating jurisdictions to furnish engineering assistance for the administration of all applicable ordinances.

Local Road – A road intended to provide primary access from individual properties to other roads.

Major Collector—A road that carries traffic from arterials and disperses it to local streets. Also, any collector identified on a *Thoroughfare Plan* map.

Minor Collector—A road that serves the internal circulation needs of a large residential, commercial, or industrial area.

One-Way Pair Primary – A road serving the same function as a Primary Arterial, but traffic movements occur in one direction only; opposing traffic is routed onto a separate but nearby street for the purpose of moving large volumes of vehicles.

Primary Arterial – A road intended to move through traffic to and from such major attractors as central business districts, regional shopping centers, colleges and/or universities, military installations, major industrial areas, and similar traffic generators within a participating jurisdiction; and/or as a route for traffic between communities or large developed areas.

Right-of-Way – A strip of land occupied or intended to be occupied by a public street or road, sidewalks, transmission line, oil or gas pipeline, water mains, sanitary or storm sewers, shade trees, or other special use.

Road Right of Way Width – The distance between property lines measured configuratively or radially to the centerline of the street.

Roundabout – a circular intersection that encompasses a three safety features: yield control of entering traffic, channelized approaches, and geometric entry curvature.

Secondary Arterial – A road intended to collect and distribute traffic in a manner similar to primary arterials, except that these roads service minor traffic-generating areas such as community/commercial areas, primary and secondary education facilities, hospitals, major recreational areas, churches and offices, and/or are usually designed to carry traffic from collector streets to the system of primary arterials.

Traffic Circle – A circular intersection similar to a roundabout but employing stop control on approaches, and yield control and possible parking in the traffic circle.

Urban Area Boundary – Area of Tippecanoe County expected to be served by sanitary sewer within twenty-five years and where roads will be built to urban standards.

Appendix B
Designated Major Collectors in Thoroughfare Plan

Table 5. Existing and Proposed Major Collectors in the Thoroughfare Plan

Road Name	Extent		Classification	
	From	To	Existing/ Proposed	Urban/ Rural**
CR 650E	*Proposed McCarty Extension*	*CR 200S*	*Both**	*R*
Yost Drive	*CR 200S*	*CR 375S*	*Proposed*	*R*
Eisenhower Drive	*Creasy Lane*	*CR 600E*	*Existing*	*R*
CR 600E	*Eisenhower Road*	*CR 300N*	*Existing*	*U*
Erie Street	*Ferry Street*	*Greenbush Street*	*Existing*	*U*
Park East Boulevard	*SR 26*	*US 52*	*Both**	*U*
Progress Drive	*SR 26*	*McCarty Lane*	*Both**	*U*
(unnamed)	Progress Drive	(unnamed collector)	Proposed	U
(unnamed)	Creasy Lane	CR 500E	Proposed	U
CR 850N	CR 100W	CR 300W	Existing	R
CR 450E	US 52	CR 900S	Existing	U
CR 460E	(New) CR 350S	(Old) CR 350S	Existing	U
(Old) CR 350S	CR 460E	Newcastle Road	Existing	U
(Old) CR 350S	Newcastle Raod	CR 375S	Proposed	U
CR 375S	500 ft. West of I-65	Dayton Road	Existing	U
Stable Drive	*CR 500E*	*McCarty Lane*	*Both**	*U*
Old Romney Road	Twyckenham Boulevard	Ortman Lane	Existing	U
Poland Hill	S. 4th Street	Beck Lane	Existing	U
CR 250N	Klondike (CR 300W)	CR 400W	Existing	U
CR 100W/140W	Kalberer (CR 350N)	CR 500N	Both*	U
CR 900N	CR 100W	Tyler Road	Existing	R
CR 975E	SR 28	CR 1200S	Existing	R
CR 1200S	CR 975S	Carroll County Line	Existing	R
CR 875W	Division Road	CR 50S	Existing	R
CR 50S	CR 875W	CR 925W	Existing	R
CR 925W	CR 50S	CR 75S	Existing	R
CR 75S	CR 925W	CR 950W	Existing	R
CR 950W	CR 75S	Warren County Line	Existing	R
Shenandoah Lane	SR 26	Greenbush Street	Existing	U
Ortman Lane	Old US 231	CR 350S	Proposed	U
Canal Road	Union Street	North 9th St. Rd.	Existing	U
Main Street	Columbia Street	3rd Street	Existing	U
26th Street	Union Street	Main Street	Existing	U
N. Tapawingo Street	*SR 26 (State Street)*	*North River Road*	*Both**	*U*
CR 430S	*9th Street (CR 100E)*	*18th Street (CR 150E)*	*Existing*	*U*
Stadium	Northwestern	Salisbury	Existing	U
Robinson	North River Rd.	Salisbury	Existing	U
Dehart	North River Rd.	Robinson	Existing	U
Navajo	Sycamore	Chippewa	Existing	U

Table 5, cont'd

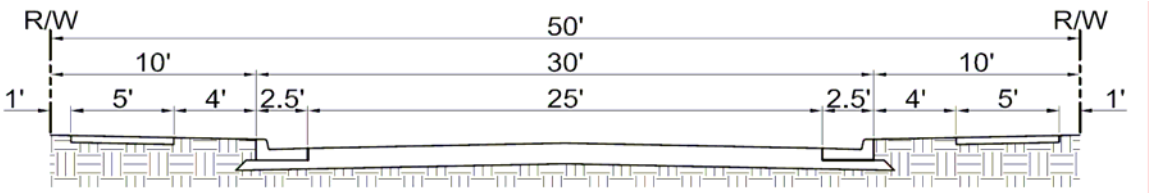
Road Name	Extent		Classification	
	From	To	Existing/ Proposed	Urban/Rural**
Chippewa	Navajo	Happy Hollow	Existing	U
Elmwood	Greenbush	Underwood	Existing	U
Hedgewood	Union Street	Greenbush Street	Existing	U
Kossuth	Creasy	Park East	Proposed	U
Central	4th	18th	Existing	U
Logan	9th Street	18th	Existing	U
CR 450S	CR 250E	US 52	Exiarinf	U
CR 500E	CR 300N	CR 200N	Existing	U
CR 200N	CR 400E	CR 600E	Existing	U
(unnamed)	CR 75E	CR 100W	Existing	U
(unnamed)	Kalberer (CR 350N)	CR 500N	Existing	U
Harrison	Chauncey	Airport	Both*	U
Williams	North River	Grant	Existing	U
Grant	Northwestern	Williams	Existing	U
Airport	McCormick	Dead End	Existing	U
Chauncey	Williams	State	Existing	U
Northwestern	Vine	State	Existing	U
Vine	Fowler	Northwestern	Existing	U
(unnamed)	US 231	CR 100E	Proposed	U
(unnamed)	(unnamed)	CR 600S	Proposed	U

* Refers to the extension or realignment of an existing major collector
** Key:
R—Rural
U—Urban

Appendix C
Urban and Rural Cross Sections

Figure 5
Road Design Standards for *Thoroughfare Plan*
Urban Residential and Non-Residential Local Roads
Not to scale

Local Residential



Local Non-Residential

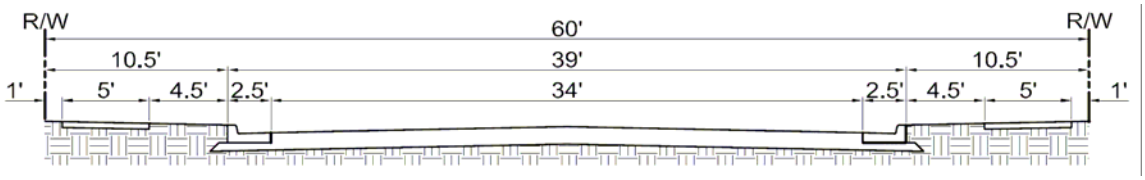
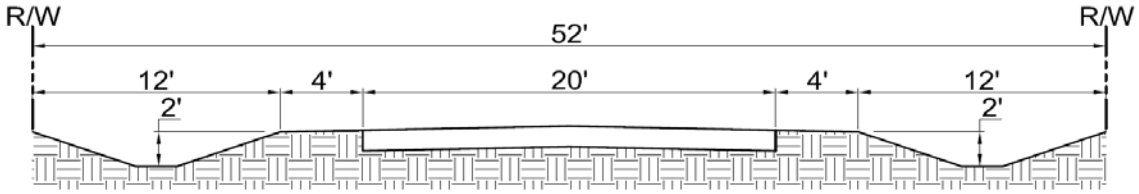


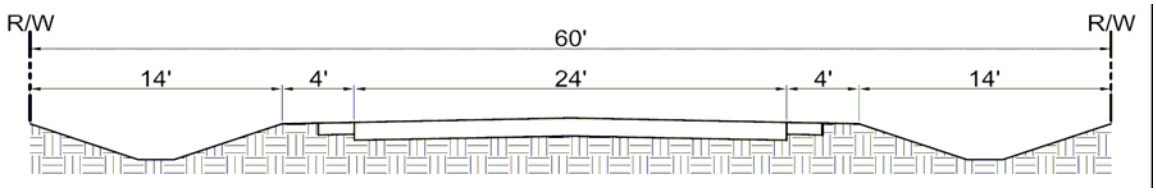
Figure 6
Road Design Standards for *Thoroughfare Plan*
Rural Estate, Rural Residential, and Rural Non-Residential Local Roads
Not to Scale

Rural Estate



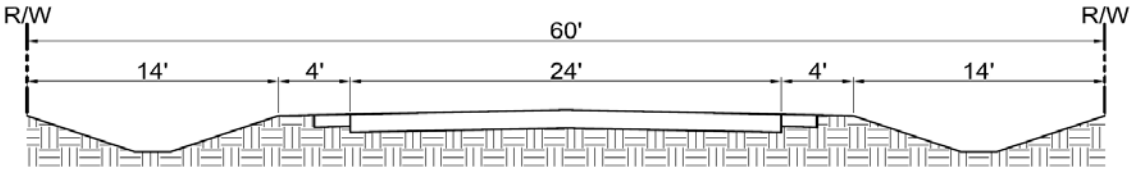
Shoulder Type:
4 ft. Earth

Local Residential



Shoulder Type:
2 ft. Aggregate or Paved
2 ft. Earth
Side swale type: Traversable (for new development)

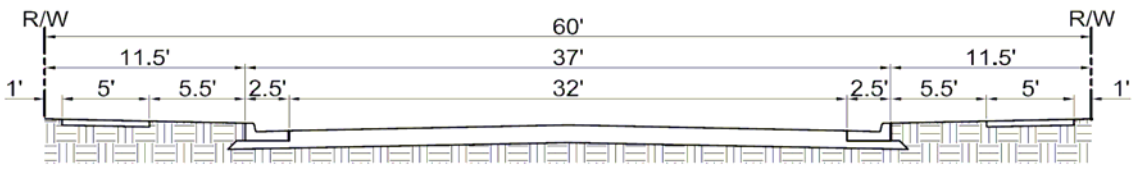
Local Non-Residential



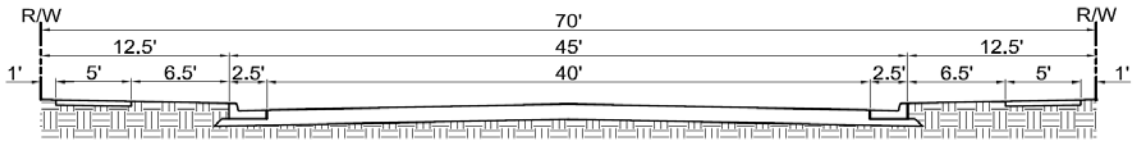
Shoulder Type:
2 ft. Aggregate or Paved
2 ft. Earth
Side swale type: Traversable (for new development)

Figure 7
Road Design Standards for *Thoroughfare Plan*
Urban Minor Residential and Minor Non-Residential and Major Collectors
Not to scale

Urban Minor Residential



Urban Minor Non-Residential



Urban Major Collector

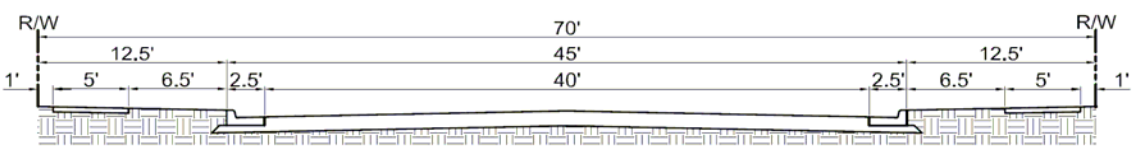
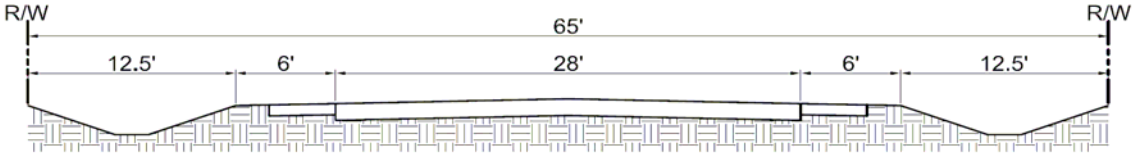


Figure 8
Road Design Standards for *Thoroughfare Plan*
Rural Major Collector
Not to Scale

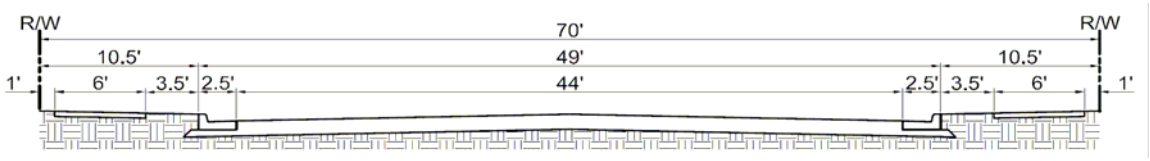
Rural Major Collector



Shoulder Type:
4 ft. Compacted Aggregate or Paved
2 ft. Earth
Swale Type: Traversable (for new development)

Figure 9
Road Design Standards for *Thoroughfare Plan*
Urban Secondary and Primary Arterials
Not to Scale

Urban Secondary



Urban Primary

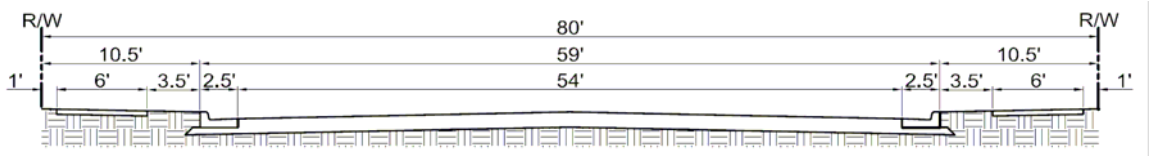
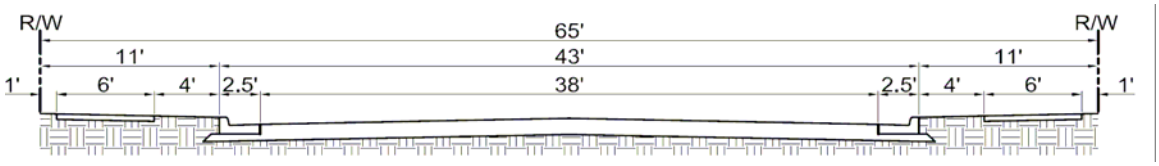


Figure 10
Road Design Standards for *Thoroughfare Plan*
Urban One-Way Pair Primary and Divided Primary
Not to Scale

Urban One-Way Pair Primary



Urban Divided Primary

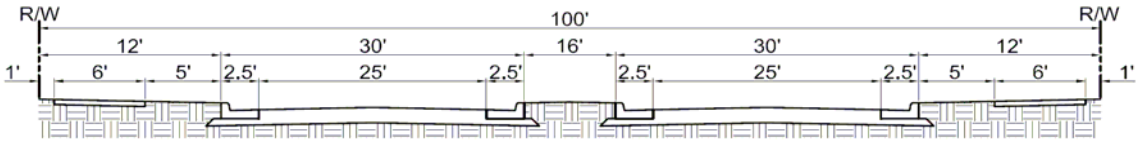
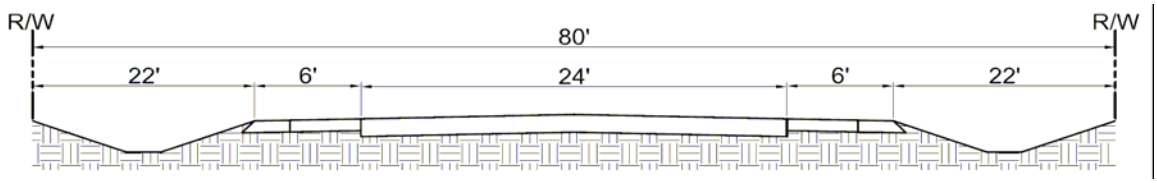


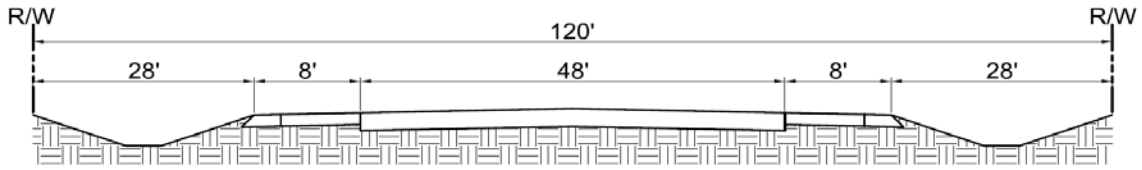
Figure 11
Road Design Standards for *Thoroughfare Plan*
Rural Secondary, Primary, and Divided Primary Arterials
Not to scale

Rural Secondary



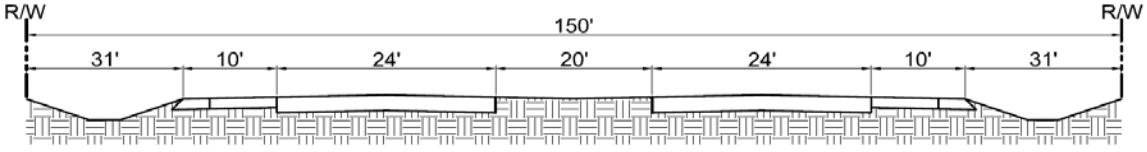
Shoulder Type:
4 ft. Paved
2 ft. Aggregate
Swale Type: Traversable (for new development)

Rural Primary



Shoulder Type:
6 ft. Paved
2 ft. Aggregate
Swale Type: Traversable (for new development)

Rural Divided Primary



Shoulder Type:
8 ft. Paved
2 ft. Aggregate
Swale Type: Traversable (for new development)

Appendix D
Designated Roads in the Thoroughfare Plan

Table 6
Designated Roads in the Thoroughfare Plan

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
3rd	Alabama	Union	Existing	Urban	One-Way Pair Primary Arterial
4th	Alabama	Union	Existing	Urban	One-Way Pair Primary Arterial
14th	Greenbush	Union	Existing	Urban	Secondary Arterial
15th	Schuyler	Greenbush	Existing	Urban	Secondary Arterial
18th (CR 150E)	CR 430S	Schuyler	Existing	Urban	Primary Arterial
22nd	Earl	Teal	Existing	Urban	Primary Arterial
26th	Union	Main	Existing	Urban	Major Collector
26th	State	Teal	Existing	Urban	Secondary Arterial
2nd	Columbia	Wabash Ave.	Existing	Urban	Secondary Arterial
9th (CR 100E)	CR 430S	Canal	Existing	Urban	Primary Arterial
Alabama	3rd	4th	Existing	Urban	One-Way Pair Primary Arterial
Airport Road	SR 26	Purdue Airport	Existing	Urban	Major Collector
Beck	Old US 231	Sequoya	Existing	Urban	Secondary Arterial
Brady Lane	18th	US 52	Existing	Urban	Primary Arterial
Canal	Harrison Bridge	North 9th St. Rd.	Existing	Urban	Major Collector
Central	4th	18th	Existing	Urban	Major Collector
Chauncey	Williams	State	Existing	Urban	Major Collector
Cherry	Intramural	US 231	Both	Urban	Secondary Arterial
Chippewa	Navajo	Happy Hollow	Existing	Urban	Major Collector
Concord	Teal	Brady	Existing	Urban	Secondary Arterial
Concord (CR 250E)	Brady	CR 500S	Existing	Urban	Primary Arterial
County Farm (CR 50W)	Kalberer (CR 350N)	CR 750N	Existing	Urban	Secondary Arterial
CR 100E	CR 430S	CR 800S	Existing	Urban	Secondary Arterial
CR 100W	CR 850N	White County Line	Existing	Rural	Secondary Arterial
CR 100W	CR 750N	CR 850N	Existing	Urban	Secondary Arterial
CR 100W/140W	Kalberer (CR 350N)	CR 600N	Both	Urban	Major Collector
CR 1200S	CR 975E	Clarks Hill Town Line	Existing	Urban	Major Collector

Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
CR 1200S	Clarks Hill Town Line	Clinton County Line	Existing	Rural	Major Collector
CR 150E	CR 430S	CR 510S	Existing	Urban	Primary Arterial
CR 180N	CR 775E	CR 725E	Existing	Urban	Secondary Arterial
CR 200N	Klondike (CR 300W)	SR 26	Existing	Urban	Secondary Arterial
CR 200N	CR 400E	CR 600E	Existing	Urban	Major Collector
CR 200S	South Fork Wildcat Creek	Clinton County Line	Existing	Rural	Secondary Arterial
CR 200S	Union Township Line	CR 700W	Existing	Rural	Secondary Arterial
CR 250E	CR 500S	CR 600S	Existing	Urban	Secondary Arterial
CR 250N	Klondike (CR 300W)	CR 400W	Existing	Urban	Major Collector
CR 300E	CR 600S	CR 650S	Existing	Urban	Secondary Arterial
CR 300N	SR 25	CR 750E	Existing	Urban	Secondary Arterial
CR 300N	CR 750E	CR 900E	Existing	Rural	Secondary Arterial
CR 300W	CR 750N	White County Line	Existing	Rural	Secondary Arterial
CR 350E	CR 650S	CR 800S	Existing	Urban	Secondary Arterial
CR 350E	CR 800S	CR 900S	Existing	Rural	Secondary Arterial
CR 350S	US 231	SR 38	Existing	Urban	Primary Arterial
CR 400W	US 52	SR 26	Existing	Urban	Secondary Arterial
CR 400W	CR 800S	South County Line	Existing	Rural	Secondary Arterial
CR 430S	9th	18th	Existing	Urban	Primary Arterial
CR 450E	US 52	CR 800S	Existing	Urban	Secondary Arterial
CR 450E	CR 800S	CR 900S	Existing	Rural	Secondary Arterial
CR 450N	SR 25	Railroad St.	Existing	Urban	Secondary Arterial
CR 450S	CR 250E	US 52	Existing	Urban	Major Collector
CR 475E	SR 38	CR 500E	Existing	Urban	Primary Arterial
CR 500E	CR 475E	SR 26	Existing	Urban	Primary Arterial
CR 500E	CR 300N	CR 200N	Existing	Urban	Major Collector

Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
CR 500E	CR 550S	CR 600S	Existing	Urban	Primary Arterial
CR 500N	CR 750E	Carroll County Line	Existing	Rural	Secondary Arterial
CR 500N	CR 500W	Benton County Line	Existing	Rural	Secondary Arterial
CR 500S	Union Township Line	US 231	Existing	Urban	Secondary Arterial
CR 500S	Wea School	CR 500E	Both	Urban	Secondary Arterial
CR 500S	CR 500E	CR 550S	Proposed	Urban	Secondary Arterial
CR 500S/CR 510S	US 231	CR 150E	Existing	Urban	Primary Arterial
CR 50S	CR 925W	CR 875W	Existing	Rural	Major Collector
CR 510S	SR 25	CR 900W	Existing	Rural	Secondary Arterial
CR 550S	CR 450E	CR 500E	Existing	Urban	Secondary Arterial
CR 550S	CR 500E	US 52	Existing	Urban	Primary Arterial
CR 550S/Wyandotte	CR 550S	South Fork Wildcat Creek	Existing	Urban	Secondary Arterial
CR 550S/Wyandotte	South Fork Wildcat Creek	CR 900E	Existing	Rural	Secondary Arterial
CR 600E	Eisenhower	CR 300N	Existing	Urban	Major Collector
CR 600N	SR 43	Prophets Rock	Existing	Urban	Secondary Arterial
CR 600N	SR 43	Morehouse	Existing	Urban	Primary Arterial
CR 600N	Morehouse	CR 500W	Existing	Urban	Secondary Arterial
CR 600N	CR 500W	US 231	Existing	Rural	Secondary Arterial
CR 600S	US 231	US 52	Both	Rural	Secondary Arterial
CR 600S	CR 900W	Fountain County Line	Existing	Rural	Secondary Arterial
CR 650E	Proposed McCarty Extension	CR 200S	Both	Urban	Major Collector
CR 650W	SR 26	US 52	Existing	Rural	Secondary Arterial
CR 700E	CR 900S	Montgomery County Line	Existing	Rural	Secondary Arterial
CR 700W	SR 28	Washington	Existing	Rural	Secondary Arterial
CR 700W	SR 25	Division Road	Existing	Rural	Secondary Arterial
CR 725E	CR 180N	CR 300N	Existing	Urban	Secondary Arterial

Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
CR 725W	Division	CR 750W	Existing	Rural	Secondary Arterial
CR 750E	CR 300N	Railroad St.	Existing	Urban	Secondary Arterial
CR 750N	CR 50W	CR 100W	Existing	Urban	Secondary Arterial
CR 750W	CR 125N	SR 26	Existing	Rural	Secondary Arterial
CR 75S	CR 925W	CR 950W	Existing	Rural	Major Collector
CR 775E	Newcastle	US 52	Existing	Urban	Secondary Arterial
CR 775E	SR 26	CR 180N	Existing	Urban	Secondary Arterial
CR 775E	CR 500N	SR 25	Existing	Rural	Secondary Arterial
CR 800E	CR 500S	I-65	Existing	Rural	Secondary Arterial
CR 800E	I-65	US 52	Existing	Urban	Secondary Arterial
CR 800N	CR 900E	SR 25	Existing	Rural	Secondary Arterial
CR 800S	CR 900E	CR 100W	Existing	Urban	Secondary Arterial
CR 800S	CR 100W	SR 25	Existing	Rural	Secondary Arterial
CR 850N	CR 300W	CR 100W	Existing	Rural	Major Collector
CR 875W	Division	CR 50S	Existing	Rural	Major Collector
CR 900E	CR 800N	I-65	Existing	Rural	Secondary Arterial
CR 900E	I-65	CR 800S	Existing	Urban	Secondary Arterial
CR 900E	CR 800S	CR 900S	Existing	Rural	Secondary Arterial
CR 900N	Tyler	CR 100W	Existing	Rural	Major Collector
CR 900N	SR 25	Carroll County Line	Existing	Rural	Secondary Arterial
CR 900S	CR 350E	US 52	Existing	Rural	Secondary Arterial
CR 900W	CR 510S	CR 600S	Existing	Rural	Secondary Arterial
CR 925W	CR 50S	CR 75S	Existing	Rural	Major Collector
CR 950W	CR 75S	Warren County Line	Existing	Rural	Major Collector
CR 975E	SR 28	Clarks Hill Town Line	Existing	Rural	Major Collector
CR 975E	Clarks Hill Town Line	CR 1200S	Existing	Urban	Major Collector

Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
Creasy	Greenbush	US 52	Existing	Urban	Primary Arterial
Creasy	Greenbush	Eisenhower	Existing	Urban	Secondary Arterial
Cumberland	Soldiers Home	US 52	Existing	Urban	Secondary Arterial
Cumberland	US 52	Klondike (CR 300W)	Both	Urban	Secondary Arterial
Dayton Rad	CR 200S	Wyandotte	Existing	Urban	Secondary Arterial
Dehart	North River Rd.	Robinson	Existing	Urban	Major Collector
Division Road	South River Road	CR 500W	Existing	Urban	Secondary Arterial
Division Road	CR 500W	Benton County Line	Existing	Rural	Secondary Arterial
Duncan	N. 9th St. Rd.	US 52	Existing	Urban	Primary Arterial
Earl	Union	State	Existing	Urban	Primary Arterial
Eisenhower	Creasy	CR 400E	Existing	Urban	Secondary Arterial
Eisenhower	CR 400E	CR 600E	Existing	Urban	Major Collector
Elmwood	18th	Greenbush	Existing	Urban	Primary Arterial
Elmwood	Greenbush	Underwood	Existing	Urban	Major Collector
Elston	SR 25	Union Township Line	Existing	Urban	Secondary Arterial
Erie	Ferry	Underwood	Existing	Urban	Major Collector
Farabee	SR 26	Kossuth	Existing	Urban	Primary Arterial
Farabee	Kossuth	McCarty	Both	Urban	Secondary Arterial
Ferry	Earl	3rd	Existing	Urban	Secondary Arterial
Fowler	SR 43	Northwestern	Existing	Urban	One-Way Pair Primary Arterial
Grant Rd.	SR 25	White County Line	Existing	Rural	Secondary Arterial
Grant St.	Williams	Salisbury	Existing	Urban	Secondary Arterial
Grant St.	Northwestern	Williams	Existing	Urban	Major Collector
Greenbush	9th	Creasy	Existing	Urban	Primary Arterial
Greenbush Extension	Salem	9th	Existing	Urban	Primary Arterial
Haggerty Lane (CR 200S)	SR 38	South Fork Wildcat Creek	Existing	Urban	Secondary Arterial

Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
Happy Hollow (SR 443)	North River Road	US 52	Existing	Urban	Secondary Arterial
Harrison	Chauncey	Airport	Both	Urban	Major Collector
Hedgewood	Union Street	Greenbush Street	Existing	Urban	Major Collector
Hoosier Heartland (SR 25)	CR 450N	Carroll County Line	Proposed	Rural	Divided Primary
Hoosier Heartland (SR 25)	SR 25	CR 450N	Proposed	Urban	Divided Primary
Howard	North Tapawingo	North River Road	Existing	Urban	Major Collector
Intramural	US 231	Northwestern	Both	Urban	Secondary Arterial
Jackson Highway	SR 26	Wabash Twp. Line	Existing	Urban	Secondary Arterial
Jackson Highway	Wabash Twp. Line	CR 650W	Existing	Rural	Secondary Arterial
Kalberer	Soldiers Home	Morehouse	Existing	Urban	Primary Arterial
Kerber	Division	CR 125N	Existing	Rural	Secondary Arterial
Klondike (CR 300W)	SR 26	CR 450N	Existing	Urban	Secondary Arterial
Kossuth	4th	Farabee	Existing	Urban	Primary Arterial
Kossuth	Farabee	Creasy	Proposed	Urban	Secondary Arterial
Kossuth	Creasy	Park East	Proposed	Urban	Major Collector
Lindberg (CR 200N)	Salisbury	Klondike	Existing	Urban	Secondary Arterial
Logan	9th Street	18th	Existing	Urban	Major Collector
Main	Columbia	US 52	Existing	Urban	Primary Arterial
Main	Columbia	3rd	Existing	Urban	Major Collector
McCarty	Main	CR 500E	Existing	Urban	Primary Arterial
McCarty	CR 500E	SR 26	Proposed	Urban	Secondary Arterial
McCormick	State	Prop. US 231	Existing	Urban	Secondary Arterial
Morehouse Road	Kalberer	CR 600N	Existing	Urban	Primary Arterial
Morehouse Road	CR 600N	CR 750N	Existing	Rural	Secondary Arterial
N. 9th St. Rd	Duncan	Pretty Prairie	Existing	Rural	Secondary Arterial
N. 9th St. Rd	Canal	Duncan	Existing	Urban	Divided Primary
Navajo	Sycamore	Chippewa	Existing	Urban	Major Collector

Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
Newman	SR 26	South River Road	Existing	Urban	Secondary Arterial
Navajo	Sycamore	Chippewa	Existing	Urban	Major Collector
Newcastle	CR 800E	CR 775E	Existing	Urban	Secondary Arterial
Newman	SR 26	South River Road	Existing	Urban	Secondary Arterial
North River Road	State Street	Happy Hollow	Existing	Urban	Primary Arterial
North River Road	Happy Hollow	I-65	Existing	Urban	Secondary Arterial
North Tapawingo	State	Howard	Both	Urban	Major Collector
Northwestern	Vine	Grant	Existing	Urban	One-Way Primary Arterial
Northwestern	Grant	US 52	Existing	Urban	Primary Arterial
Northwestern	State	Vine	Existing	Urban	Major Collector
Old Romney Road	SR 25	Twyckenham	Existing	Urban	Primary Arterial
Old Romney Road	Twychenham	Ortman	Existing	Urban	Major Collector
Old Romney Road	SR 25	Elston	E xisting	Urban	Secondary Arterial
Old US 231	SR 25	CR 500S	Existing	Urban	Secondary Arterial
Ortman	Old Romney	18th	Existing	Urban	Secondary Arterial
Ortman Lane	Old Romney	CR 350S	Proposed	Urban	Major Collector
Park East Boulevard	SR 26	US 52	Both	Urban	Major Collector
Poland Hill	4th	Beck	Existing	Urban	Major Collector
Poland Hill	Beck	CR 350S	Existing	Urban	Secondary Arterial
Pretty Prairie	CR 500E	Grant Rd.	Existing	Urban	Secondary Arterial
Pretty Prairie	SR 225	CR 500E	Existing	Urban	Secondary Arterial
Progress Drive	SR 26	(unnamed collector)	Both	Urban	Major Collector
Prophets Rock	SR 43	N. 9th St. Rd	Existing	Urban	Secondary Arterial
Railroad St.	CR 450N	CR 750E	Existing	Urban	Secondary Arterial
Robinson	North River Rd.	Salisbury	Existing	Urban	Major Collector
S. Tapawingo	State	South River Road	Proposed	Urban	Primary Arterial
Salem	Union	SR 43	Existing	Urban	One-Way Pair Primary

Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
Salisbury	State	US 52	Existing	Urban	Secondary Arterial
Salisbury	US 52	Kalberer (CR 350N)	Existing	Urban	Primary Arterial
Schuyler	18th	US 52	Existing	Urban	Primary Arterial
Schuyler	18th	15th	Existing	Urban	Secondary Arterial
Sequoya	Beck	Teal	Existing	Urban	Secondary Arterial
Sharon Chapel (CR 250W)	SR 26	Newman	Existing	Urban	Secondary Arterial
Sheetz	State	Wood	Existing	Urban	One-Way Pair Primary Arterial
Shenandoah	SR 26	Greenbush	Existing	Urban	Major Collector
Soldiers Home	US 52	North River Road (SR 43)	Existing	Urban	Secondary Arterial
South River Road	US 231	W. Laf. Corp Line	Existing	Urban	Divided Primary
South River Road	W. Laf. Corp Line	State Street	Existing	Urban	Primary Arterial
South River Road	(New) US 231	Division Road	Existing	Urban	Secondary Arterial
SR 225	SR 43	SR 25	Existing	Urban	Secondary Arterial
SR 25	Old Romney	CR 100W	Existing	Urban	Divided Primary
SR 25	Old Romney	4th	Existing	Urban	Primary Arterial
SR 25 (Teal)	4th	US 52	Existing	Urban	Primary Arterial
SR 25 connector	SR 25	Hoosier Heartland	Proposed	Rural	Secondary Arterial
SR 26	US 52	CR 500E	Existing	Urban	Divided Primary
SR 26	CR 400W	Wabash Twp. Line	Existing	Urban	Secondary Arterial
SR 26	CR 500E	CR 775E	Existing	Urban	Primary Arterial
SR 26	CR 900E	East County Line	Existing	Rural	Secondary Arterial
SR 26	CR 775E	CR 900E	Existing	Rural	Primary Arterial
SR 26	Wabash Twp. Line	Benton County Line	Existing	Rural	Secondary Arterial
SR 26 (Columbia)	Main	State	Existing	Urban	One-Way Pair Primary Arterial
SR 26 (South St.)	Main	State	Existing	Urban	One-Way Pair Primary Arterial
SR 28	Clinton County Line	US 52	Existing	Rural	Secondary Arterial

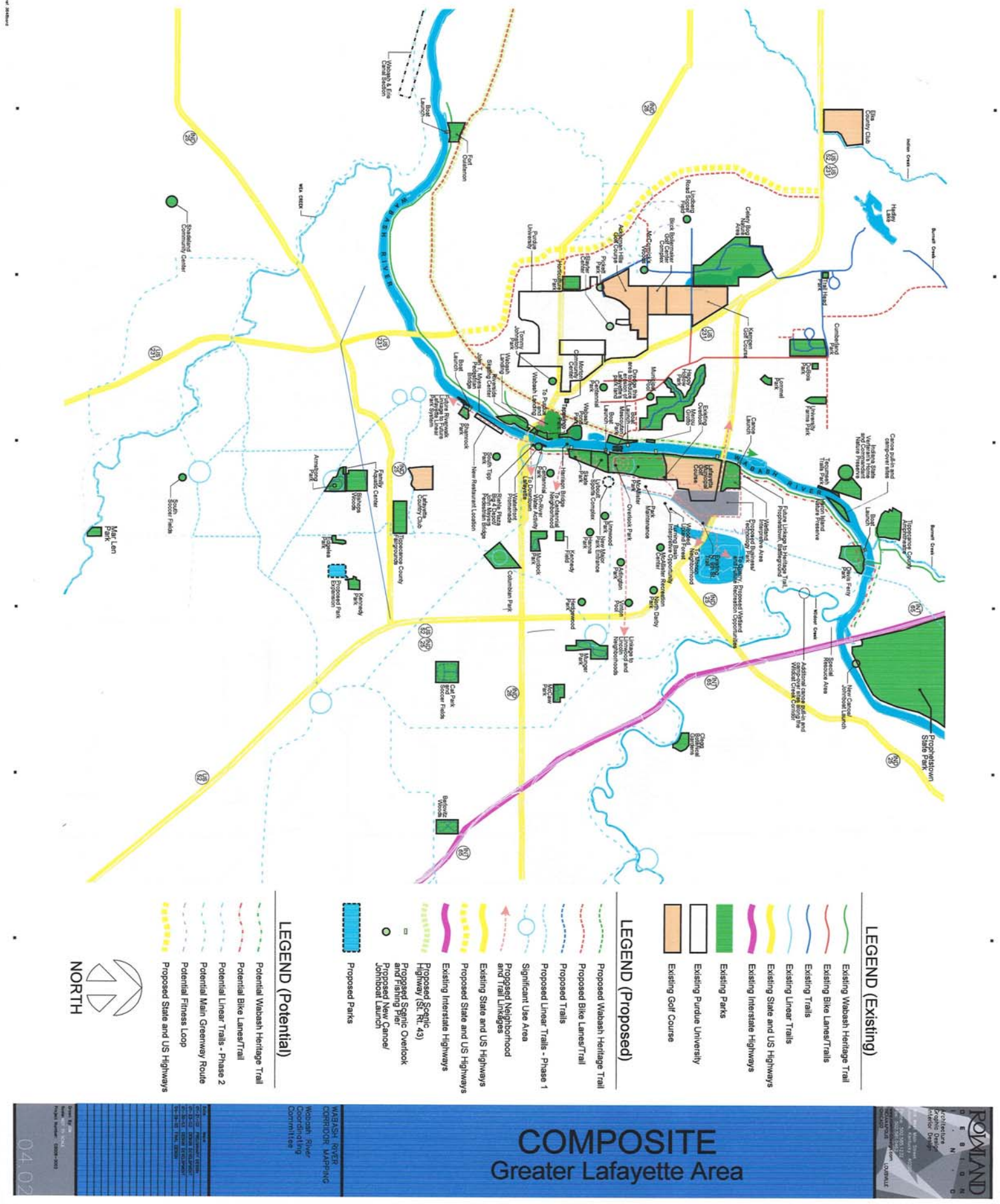
Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
SR 28	US 52	SR 25	Existing	Rural	Secondary Arterial
SR 28	SR 25	Fountain County Line	Existing	Rural	Secondary Arterial
SR 38	US 52	Creasy	Existing	Urban	Primary Arterial
SR 38	Creasy	I-65	Existing	Urban	Divided Primary
SR 38	I-65	South Fork Wildcat Creek	Existing	Urban	Primary Arterial
SR 38	South Fork Wildcat Creek	East County Line	Existing	Rural	Secondary Arterial
SR 43	I-65	SR 225	Existing	Urban	Divided Primary
SR 43	SR 225	CR 800N	Existing	Urban	Primary Arterial
SR 43	CR 800N	White County Line	Existing	Rural	Primary Arterial
SR 43B Alt #1	I-65	SR 43	Proposed	Rural	Divided Primary
SR 43B Alt #2	I-65	SR 43	Proposed	Rural	Divided Primary
Stable Drive	CR 500E	McCarty Lane	Both	Urban	Major Collector
Stadium	Northwestern	McCormick	Existing	Urban	Major Collector
Stadium	Northwestern	Salisbury	Existing	Urban	Major Collector
State	18th	26th	Existing	Urban	Secondary Arterial
State (SR 26)	Columbia	Klondike (CR 300W)	Existing	Urban	Primary Arterial
Stockwell	US 52	CR 800S	Existing	Urban	Secondary Arterial
Sycamore	Salisbury	US 52	Existing	Urban	Major Collector
Taft Road	CR 450N	Morehouse	Existing	Rural	Secondary Arterial
Twyckenham	Old Romney	18th	Existing	Urban	Primary Arterial
Tyler	Pretty Prairie	North County Line Rd.	Existing	Rural	Secondary Arterial
Underwood	15th	US 52	Existing	Urban	Secondary Arterial
Union	Creasy	SR 43	Existing	Urban	One-Way Pair Primary Arterial
Unnamed Major Collector	CR 75E	CR 100W	Existing	Urban	Major Collector
Unnamed Major Collector	Kalberer (CR 350N)	CR 500N	Existing	Urban	Major Collector
Unnamed Major Collector	Park East	Creasy	Proposed	Urban	Major Collector

Table 6, Cont'd

Section	Extent		Thoroughfare Plan Classification		
	From	To	Existing/ Proposed	Urban/ Rural	Designation
Unnamed Major Collector	US 231	CR 100E	Proposed	Urban	Major Collector
Unnamed Major Collector	Unnamed Collector	CR 600S	Proposed	Urban	Major Collector
Unnamed Major Collector	Progress Drive	McCarty Lane	Proposed	Urban	Major Collector
Unnamed Secondary	CR 510S	CR 600S	Proposed	Rural	Secondary Arterial
Unnamed Secondary	SR 225	Pretty Prairie	Proposed	Urban	Secondary Arterial
US 231	South River Road	CR 800S	Existing	Urban	Divided Primary
US 231	South River Road	US 52	Proposed	Urban	Divided Primary
US 231	CR 800S	Montgomery County Line	Existing	Rural	Divided Primary
US 231	US 52	North County Line Rd.	Existing	Rural	Secondary Arterial
US 231 Alt#1	US 52	I-65	Proposed	Urban	Divided Primary
US 231 Alt#2	US 52	I-65	Proposed	Urban	Divided Primary
US 52	CR 800S	CR 500W	Existing	Urban	Divided Primary
US 52	CR 800S	Clinton County Line	Existing	Rural	Divided Primary
US 52	CR 500W	Benton County Line	Existing	Rural	Divided Primary
Vine	Fowler	Northwestern	Existing	Urban	Major Collector
Wabash Ave	2nd	Old Romney	Existing	Urban	Secondary Arterial
Washington	CR 700W	SR 25	Existing	Rural	Secondary Arterial
Wea School	CR 150E	CR 250E	Existing	Urban	Secondary Arterial
Wiggins	SR 43	Northwestern	Existing	Urban	One-Way Pair Primary Arterial
Williams	Grant	South River Road	Existing	Urban	Major Collector
Wood	Sheetz	Chauncey	Existing	Urban	One-Way Pair Primary Arterial
Yeager (CR 100W)	Northwestern	Kalberer (CR 350N)	Existing	Urban	Primary Arterial
Yeager (CR 100W)	Kalberer	to CR 600N	Existing	Urban	Major Collector
Yost	CR 200S	CR 375S	Proposed	Urban	Major Collector

Appendix E
City and County Bicycle Trails


LEGEND (Existing)
Existing Wabash Heritage Trail
Existing Bike Lanes/Trails
Existing Trails
Existing Linear Trails
Existing State and US Highways
Existing Interstate Highways
Existing Parks
Existing Purdue University
Existing Golf Course
LEGEND (Proposed)
Proposed Wabash Heritage Trail
Proposed Bike Lanes/Trail
Proposed Trails
Proposed Linear Trails - Phase 1
Significant Use Area
Proposed Neighborhood and Trail Linkages
Existing State and US Highways
Proposed State and US Highways
Existing Interstate Highways
Proposed Scenic Highway (St. Rt. 43)
Proposed Scenic Overlook and Fishing Pier
Proposed New Canoe/ Johnboat Launch
Proposed Parks
LEGEND (Potential)
Potential Wabash Heritage Trail
Potential Bike Lanes/Trail
Potential Linear Trails - Phase 2
Potential Main Greenway Route
Potential Fitness Loop
Proposed State and US Highways
NORTH
ROWLAND DESIGN
Architecture
Graphic Design
Interior Design
COMPOSITE
Greater Lafayette Area
WABASH RIVER CORRIDOR MAPPING
Wabash River Coordinating Committee


Jackson County Community Center
West Point Park
Romney Recreation Center
Wabash Heritage Trail
Rose Hills Park and Goose Island area park
Rose Hills Park Rose Camp
Proposed: • RV and Primitive Campgrounds • Lodging • Museum • Visual Arts Center
Goose Island Preserve
New Canoe Put-in and Camp-over Site
New Canoe/ Johnboat Launch
Granville Park
INDIAN CREEK
Proposed: • Fort Ouiatenon Interpretive Center • "We Have A Dream" Project
Hadley Lake
Celery Bog
Fort Ouiatenon
Tippecanoe Amphitheatre
Depot Plaza
Coyote Crossing Golf Course
Pleasant Grove Grange
BURNETT CREEK
Edwood Glen Country Club
Tippecanoe Battle Ground and Prophets Rock Historical Site
Wolf Park
Horse Camp and Trails
Lafayette Country Club Battle Ground Golf Course
Museum of Prophetstown
Prophetstown State Park
Proposed: Camping Amphitheatre Center Swimming Pool Playground
Buck Creek Community Center
Wildcat Park
Fairfield Lakes
Fairview Community Center
Wildcat Creek Access Site
LEGEND (Existing)
Existing Wabash Heritage Trail
Existing State and US Highways
Existing Interstate Highways
Existing Parks
Existing Golf Course
LEGEND (Proposed)
Proposedl Linear Trails
Proposed Interstate Highways
Proposed Scenic Highway (St. Rt. 43)
Significant Use Area
LEGEND (Potential)
Potential Wabash Heritage Trail
Potential Linear Trails - Phase 2
Potential Bike Lanes/Trail
Potential Equestrian Trail
Potential Snowmobile Trail
Potential Tippecanoe County Greenway Network
Potential Horse Camp & Trails
New Canoe/Johnboat Launch
NORTH
WABASH CORRIDOR
COMPOSITE